

CORRESPONDENCE

RESPECTING

H. M. S. "RESOLUTE,"

AND THE

ARCTIC EXPEDITION.

*Presented to the House of Commons by Command of Her Majesty, in pursuance of their
Address dated May 21, 1858.*

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“Copies of all Communications between Her Majesty's Government and the Government of the United States, relating to the recovery and disposal of Her Majesty's Ship ‘Resolute,’ her arrival in England, and presentation to the Queen; also, of all applications for her re-employment in Arctic Service from any public bodies or private individuals, and of any Letter or Letters addressed to the Admiralty by Lady Franklin, subsequently to that bearing date the 9th day of March, 1856:

“And, Lists of the Vessels, whether English or American, to the Officers and Crews of which the Medal for Arctic Service has been issued, including the boat or land parties employed in the Arctic regions.”

No. 1.

Mr. Crampton to the Earl of Clarendon.—(Received January 15, 1856.)

My Lord,

Washington, December 31, 1855.

I HAVE the honour to inclose the copy of an instruction which I have addressed to Her Majesty's Consul at Boston, directing him to take the necessary legal steps for securing the continuing right of Her Majesty's Government to Her Majesty's ship “Resolute,” which was abandoned in the Arctic Seas, but which is now reported to have been brought into the port of New London, in Connecticut, by the captain of an American whaler.

I have the honour to inclose an interesting account of the circumstances under which this vessel was recovered, which has been published in the American newspapers.

I have, &c.

(Signed) JOHN F. CRAMPTON.

Inclosure 1 in No. 1.

Mr. Crampton to Consul Grattan.

Sir,

Washington, December 26, 1855.

I SEE it reported in the American newspapers that Her Majesty's ship “Resolute” has been brought into the port of New London by Captain Buddington, master of the American whaler “George Henry.”

You will, no doubt, have received from Her Majesty's Government a copy of the notice contained in the “London Gazette” of the 10th of November, 1854, by which a continuing right is asserted in behalf of the Queen to this vessel, which was abandoned by Captain Sir E. Belcher in the Arctic Seas.

A copy of this notice was communicated by me to the United States' Government in December last, and was published in the official newspaper, the “Union,” on the 2nd of January.

I have now to instruct you to inquire into the truth of the report above mentioned; and, in case it is confirmed, to take such legal steps as may be necessary for establishing the continuing right of Her Majesty's Government to the vessel in question.

I have, &c.

(Signed) JOHN F. CRAMPTON.

Inclosure 2 in No. 1.

Newspaper Extract.

THE BRITISH DISCOVERY BARQUE "RESOLUTE."—When we heard of the British discovery barque "Resolute" at New London, we dispatched one of our reporters to that place, to obtain a full account of the discovery of the ship, her condition, and the difficulties her rescuers had in getting her into port.

The "Resolute," Captain Kellett, it will be recollected, was one of three ships—the "Investigator," "Assistance," and "Resolute,"—sent out in 1850, or thereabouts, in search of the remains of Sir John Franklin. Some time in the autumn of 1853, we believe, they were abandoned by Sir Edward Belcher in Wellington Channel, about latitude 76° and longitude 94°. When found two years afterwards, or last September, by Captain Buddington, a gallant whaler of New London, the "Resolute" had drifted through Barrow's Strait, Baffin's Bay, and into Davis' Strait, a distance of 1,000 miles.

Our reporter found the "Resolute" at anchor in the harbour of New London, and her fortunate finder, Captain Buddington, at his residence in Groton. From him the following intensely interesting particulars were obtained:—

On the 29th of May last the whaling barque "George Henry," Captain James M. Buddington, set sail from New London, Connecticut, on a voyage to Northumberland Inlet and Davis' Straits. The barque was manned with a crew of seventeen men, including the first and second mates. On the 14th of June, and while in latitude 54°, Captain Buddington encountered, and quite unexpectedly, too, large fields of ice, through which he dared not penetrate. However, wishing to arrive at his destination as soon as possible, he followed the edge of the "pack," as he terms it, up north as far as latitude 67°. As the ship was much damaged by the floating ice, Captain Buddington concluded to wear out the season here, and accordingly the crew of the barque were employed in catching whales in and about Esco Bay, with only tolerable luck, however. The floes are represented as being very extensive, stretching far and wide to the north, and completely blocking up the channel to Davis' Straits. From the masthead of the "George Henry" nothing could be distinguished but masses of ice. Even with the aid of a telescope, nothing but mountains could be descried in the distance.

On the 20th of August, and while off Cape Wasingham, in latitude 67° north, the ice became, to a certain extent, penetrable, and the barque was forced through it in a south-west direction for about 150 miles. At this time a heavy gale from the north-east sprung up, which, lasting three days, the "George Henry" became un navigable, and was drifted in the floe in a south-west direction. Captain Buddington saw land, but could not say to what continent it belonged.

On the 10th of September, latitude 67° north, and while in this field of ice, Captain Buddington discovered a ship in the distance, bearing north-east, about twenty miles from Cape Mercy. He ascended the rigging of his craft, and, looking at her through the glass, pronounced her, from her appearance, to be an abandoned vessel. The head of the stranger appeared to be due east, and during the whole of that day and the one following, the course of the ship did not vary more than a point or so from the east. "We kept gradually nearing one another," as Captain Buddington says, "although I could not exactly say what caused the thing to come about, except, perhaps, the ship may have been struck by a counter current from Davis' Straits and driven towards us in that manner. For five days we were in sight of one another and continued to drift towards each other. On the sixth day after making the discovery, and when the ship was about seven miles off, Captain Buddington ordered the two mates and two of the crew to proceed to the abandoned vessel across the packed ice, and after inspecting her to return to the barque as soon as practicable.

Soon after the departure of the party a south-easter sprung up, and in consequence thereof no communication was had with those on board the ship for two days. As soon as the wind subsided and it was safe for the party to retrace their steps, they left the ship, and after a tedious and hard march arrived on board of the barque in safety. They immediately represented the facts to Captain Buddington, saying that the abandoned vessel was Her Britannic Majesty's ship "Resolute." The captain, knowing the history of Sir Edward Belcher's expedition to the Polar Seas, at once divined the reasons of the vessel being left in that condition; and knowing that the safe conveyance of that vessel to some port would be better than catching whales, and knowing withal that it would be quite a piece of glory to hand back the

Britishers a vessel long since abandoned by them as being lost to the Queen's service for ever, determined at all hazards to try the bold and arduous task. Accordingly, he sent his mate back, with six men, giving them instructions to free the ship of the water with which she was burthened, and signalize their success to him. If they did not succeed in freeing the vessel, they were to hoist a signal, whereupon the captain himself would proceed to their aid.

As it took nearly a day to accomplish the journey to the ship, nothing could be expected from the mate's party that day. But the next morning, just as Captain Buddington anticipated, the signal was hoisted for his presence on board the "Resolute." Taking two men with him, and leaving the barque in charge of the second mate, the captain started, on the 10th of September, to the relief of his comrades. After a hard day's travelling over ice and through pools of water, half frozen, the little party succeeded in reaching the "Resolute" in perfect safety.

He commenced immediately to search the vessel, in order to ascertain if she was seaworthy. On descending the hold it was found to be entirely full of water up to the floor of the first deck. The well was then sounded and seven feet of water was discovered to be in the ship. The pumps were then visited; and being of a new construction, none but Captain Buddington was acquainted with the mode of working them. One of them, which was a force pump of very great power, was rigged, and the following morning was got in working order. A gang of men were then set to work, and for three days the pump was kept busy. Fourteen hours out of the twenty-four were consumed in thus freeing the vessel. On the third day all the water was cleared from her hold, and the attention of the captain was turned towards extricating the prize from the dangerous position she was then placed in.

The appearance of things on board, as represented by Captain Buddington when he had leisure to examine the vessel, was doleful in the extreme. Everything of a moveable nature seemed to be out of its place, and was in a damaged condition from the immersion in the water. The cabin was strewn with books, clothing, preserved meats, interspersed here and there with lumps of ice. There was one thing, however, which struck Captain Buddington as being very remarkable, and for which probably no satisfactory explanation can be given; and this was the presence of ice for several feet in thickness on the larboard side, while there was not a particle on the starboard. The only argument that can be presented to explain this curious freak of the elements is, that the "Resolute," lying with her head to the eastward for probably more than a month, received the direct rays of the sun on the starboard quarter, and nowhere else, and thus a daily warmth was imparted to this side of the ship, while the other side, being without this heat, became as solidified with ice as though the sun never shone on it. This supposition may be very plausible and satisfactory to many, for, to the certain knowledge of Captain B., the herd of the "Resolute" never varied from the east for twenty days, notwithstanding she was constantly drifting in a south-west direction (the course of the pack). There was scarcely anything on board the abandoned vessel that was not more or less destroyed. There was a great lack of fuel on board, although, in the course of the search throughout the vessel, a little coal was discovered in the hold, but the quantity was very small, and entirely inadequate to supply the vessel more than a week. Of provisions there was enough, perhaps, to last a crew of seventy-five men (the number originally carried by the "Resolute") for nine months. The salt meats were the only articles that were at all in a state of preservation. Everything had gone to decay. Even the ship's sails, found between decks, were so rotten that the sailors could thrust their fingers through them like so much brown paper. An attempt was subsequently made to rig a topmast studding-sail out of some of the canvass found saturated with water; but it blew out of the gearing and was scattered to the winds like chaff. The lower hold was found to contain the library of one of the officers of the expedition, valued at over a thousand dollars. The books were entirely valueless when discovered by Captain Buddington, and subsequently thrown overboard as worthless rubbish.

The "Resolute" being entirely free of water, preparations were made to bring the ship to the United States. Captain B. decided to sail the vessel himself, and accordingly, taking eleven men with him from his own barque, he began in good earnest to release the abandoned vessel from her ice-bound situation. The rigging had to be hauled taut and the sails put in order, before he could venture to start. This job occupied him some time, but was successfully accomplished. Captain B. was in a great dilemma for proper navigating instruments, and the wherewith to

bring him to New London after being released from the ice. His compass was very uncertain, and not at all trustworthy; he was without a chronometer, and he had no other map or chart to steer by than a rough outline of the great North American coast, drawn on a sheet of foolscap. With his lever watch, a quadrant, and a miserable compass, the brave fellow bade adieu to his comrades in the barque "George Henry," and, trusting to Providence and his experience in those latitudes, prepared to bear home the prize he had so cleverly won.

From the time that Captain Buddington took charge of the "Resolute," up to the 16th of October, she continued to drive in a south-west direction with the pack of ice, when she succeeded in getting clear. Wishing to be in company as long as possible with the barque, Captain Buddington waited on the outside of the floe for three or four days, with the hope of meeting her, but the vessels missed one another, and did not meet again during the remainder of the eventful voyage.

While here waiting for the "George Henry," the British barque "Alibi" hove in sight, and on being signalled came alongside the "Resolute." The news of the recovery of the "Resolute" was communicated to Captain Stuart of the British barque, and a pair of Captain Kellett's epaulettes, found on board the abandoned vessel, were intrusted to him by Captain Buddington, with instructions to have them forwarded to the owner as speedily as possible. A letter for the owners of the "George Henry," informing them of what had occurred, was also placed in the hands of Captain Stuart, who promised to mail it immediately on his arrival in Great Britain. [This letter, it appears, reached the owners of the barque, at New London, Connecticut, long before the "Resolute" arrived there.]

We now come to the homeward voyage. Short handed, poorly rigged, and unfitted for the long voyage as the "Resolute" was, Captain Buddington found it no easy task to bring the ship into port. The ballast tanks had burst in the hold long before he came in possession of her, rendering her very light and apt to roll heavily in the trough of the sea. Gale after gale was experienced; yet the brave fellow laboured day and night, and at last was successful in the praiseworthy effort made to rescue the abandoned vessel, driving across the mouth of Northumberland Inlet down to Cape Elizabeth. The open sea was gained, and on the 20th of October the homeward voyage was commenced. After a succession of strong gales and head winds, the New London lighthouse was made on the 24th of December, and the voyage was successfully accomplished with credit to all concerned, but especially to Captain Buddington, for he worked morning, noon, and night. The condition of his hands at present is strong evidence of their having reefed sails and hauled taut ropes during the entire voyage. No doubt he must have felt proud when, entering the harbour of New London, he there safely anchored a valuable ship which had been locked up in the dreary latitudes of the Arctic regions for the space of two years. He did feel proud, and justly, too, for he had the honour of adding another triumph to the well-directed skill and enterprise of the New England people.

The "Resolute" now lies anchored in the stream off the town of New London, and is the chief object of attraction in that neighbourhood. She is about 600 tons burthen, and is built in the strongest manner. Her bows are sheathed with iron, while her entire frame is coppered, and copper-fastened and bolted. The topgallant masts are down, having, as it is supposed, been used for fuel by her commander previous to the abandonment. She is very bluff in the bows, but is a pretty good sailer. Some idea may be formed of her strength, when our readers are told that she was forced through sheets of ice varying in thickness from five to eight feet, while going at the rate of six knots per hour. No danger was anticipated of her being sunk by the floes of ice, on account of her great strength. But there was a period in the history of the brief voyage, when the lives of all on board hung by a thread, as it were. When a little to the north of the Banks of Newfoundland, the "Resolute" came in contact with an iceberg about 150 feet in height, on top of which there was a detached piece of ice of many tons weight, and which the captain expected every moment would tumble down upon the vessel, and sink the prize so gallantly obtained. So great was the danger, that the boats were all in readiness to push off, should the overhanging glacier be precipitated upon them. However, after a great deal of careful working and hard labour, the dangerous obstacle was cleared, and the star of success once more shone brilliantly upon the hardy and intrepid mariners.

It is the opinion of Captain Buddington, that if the crew of the "Resolute" had remained on board of her, with the hope of eventually releasing her, they could

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not have effected the task any sooner than it was performed by the natural causes which eventually freed her, and hence, he thinks, that Sir Edward Belcher, who had command of the squadron, acted perfectly right in abandoning the vessels, under the circumstances.

Among the articles found on board of the "Resolute" was rigging and anchors valued at 2,000 dollars, whaling gear, full suits of winter clothing, and other things necessary for a voyage to the Polar Seas. As these are goods subject to duty, a Custom-house officer has been stationed on board of the ship to look after the interests of Uncle Sam, until the destination of the "Resolute" is finally determined upon.

The prize is valued at 50,000 dollars, although Captain B. informs us she was never fitted out for less than 100,000 dollars. The proceeds of the cruise will have to be divided among the owners and crew of the "George Henry," for in whaling voyages the entire proceeds, no matter what turns up, are to be shared amongst the parties interested, namely, the captain, crew, and the owners.

The "George Henry," it will be remembered, arrived a few days previous to the "Resolute," having on board about 150 barrels of oil.

Whether the British Government will pay the finders of the "Resolute" the value of the vessel or not, remains to be seen. At all events, Captain Buddington deserves a substantial token of esteem at their hands for the intrepid and praiseworthy part he took in thus rescuing one of their service-vessels from a long captivity in the Polar regions.

No. 2.

The Earl of Clarendon to Mr. Crampton.

Sir,

Foreign Office, January 17, 1856.

I HAVE to inform you that I approve of the instructions which you addressed to Her Majesty's Consul at Boston, and of which you inclose a copy in your despatch of the 31st ultimo, directing him to take the necessary legal steps for securing the continuing right of Her Majesty's Government to Her Majesty's ship "Resolute," which is stated to have been recovered from the Arctic Seas by the captain of an American whaler, and to have been brought into the port of New London, Connecticut.

I am, &c.
(Signed) CLARENDON.

No. 3.

Mr. Hammond to the Secretary to the Admiralty.

Sir,

Foreign Office, January 17, 1856.

I AM directed by the Earl of Clarendon to transmit to you, for the information of the Lords Commissioners of the Admiralty, a copy of a despatch, and its inclosures, from Her Majesty's Minister at Washington,* containing a statement of the circumstances under which Her Majesty's ship "Resolute" has been recovered from the Arctic Seas, and the steps taken by him for securing the continuing right of Her Majesty's Government to that vessel.

I am, &c.
(Signed) E. HAMMOND.

No. 4.

The Secretary to the Admiralty to Mr. Hammond.

Sir,

Admiralty, January 24, 1856.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of the 17th instant, transmitting a copy of a despatch, and its inclosures, from Her Majesty's Minister at Washington, containing a statement of the circum-

* No. 1.

stances under which Her Majesty's ship "Resolute" has been recovered from the Arctic Seas by Captain Buddington, master of the American whaler "George Henry."

My Lords have read with great satisfaction the account of the exertions and skill evinced by Captain Buddington and the crew who navigated the "Resolute" from Baffin's Bay to New London, and as the best mark of the sense which they entertain of his conduct, their Lordships will waive their right to the vessel, and leave her to Captain Buddington's entire disposal, or if he prefers giving her up to Her Majesty's Consul at Boston, their Lordships request that the Consul may be instructed to sell her, and to distribute the proceeds of the sale to Captain Buddington and his crew.

I am, &c.
(Signed) THOS. PHINN.

No. 5.

The Earl of Clarendon to Mr. Crampton.

Sir,

Foreign Office, January 25, 1856.

I COMMUNICATED to the Lords Commissioners of the Admiralty your despatch of the 31st ultimo, stating the circumstances under which Her Majesty's ship "Resolute" had been recovered from the Arctic Seas by Captain Buddington, master of the American whaler "George Henry," and brought into the port of New London, Connecticut; and I have to state to you that their Lordships have informed me that they have read, with great satisfaction, the account of the exertions and skill evinced by Captain Buddington and the crew who navigated the "Resolute" from Baffin's Bay to New London, and that as the best mark of the sense which they entertain of Captain Buddington's conduct, their Lordships will waive their right to the vessel, and leave her to Captain Buddington's entire disposal; or if he should prefer giving her up to Her Majesty's Consul at Boston, their Lordships request that the Consul may be instructed to sell the vessel, and to distribute the proceeds of the sale to Captain Buddington and his crew.

I have to instruct you to make a communication accordingly to the United States' Government, in the above sense, and to take such further steps in the matter as you may find to be necessary on the receipt of Captain Buddington's answer to the offer of the Lords Commissioners of the Admiralty.

I am, &c.
(Signed) CLARENDON.

No. 6.

Mr. Crampton to the Earl of Clarendon.—(Received January 29.)

My Lord,

Washington, January 14, 1856.

IN my despatch of the 31st ultimo, I had the honour to inclose the copy of a despatch which I addressed to Her Majesty's Consul at Boston, instructing him to take legal measures for asserting the continuing right of Her Majesty's Government in the barque "Resolute," which had been recovered from the ice, and brought to New London, by Captain Buddington, of the American whaler "George Henry." I have now the honour to transmit to your Lordship a copy of Mr. Grattan's reply, as well as copies of a correspondence which has passed between Her Majesty's Consul and Messrs. Perkins and Smith, the owners of the whaling-vessel "George Henry," and between those gentlemen and myself, on that subject.

In my reply to Messrs. Perkins and Smith, I have informed them, that full satisfaction of the just claims of the salvors of the "Resolute" will, as a matter of course, be made by the proper tribunals; but that I should also deem it my duty, in reporting the circumstances attending the recovery of the "Resolute," to express to your Lordship my sense of the energy and skill which were displayed by Captain Buddington, his officers and crew, in extricating the abandoned vessel from the ice, and in conveying her safely into port.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 1 in No. 6.

Consul Grattan to Mr. Crampton.

Sir,

Boston, December 29, 1856.

I HAVE the honour to acknowledge the receipt of your despatch of the 26th instant, instructing me to inquire into the truth of the reported arrival of Her Majesty's ship "Resolute," at New London, and desiring me, in case the report should prove well founded, to take such legal steps as may be necessary to establish the continuing right of Her Majesty's Government to that vessel.

In reply I beg leave to state, that there can be no doubt as to the correctness of the statement that the vessel in question was brought into the port of New London, by Captain Buddington, master of the American barque "George Henry," on the 23rd instant.

I have addressed a letter to the owners of the barque "George Henry," at New London, drawing their attention to the Admiralty notice, contained in the "London Gazette" of the 9th November, 1854, and officially published in this country in the early part of the present year, and informing them that I am instructed by you to make known that the British Government continues to assert its claim to the said vessel; and I have also written to the same effect to the Collector of Customs at New London. I am advised by counsel that, in the first instance, this notice to the parties concerned will be sufficient.

The usual mode of proceeding in such a case, I am informed, will be for the salvors of the property to file a libel against the vessel in the Admiralty Court.

But an adjustment of the case might, no doubt, be effected by private arrangement with the salvors, should Her Majesty's Government prefer settling the matter in this way.

I shall expect answers from New London within a day or two, and I shall not fail to take whatever further steps may be necessary in the matter, and apprise you thereof without delay.

I have, &c.

(Signed) E. A. GRATTAN.

Inclosure 2 in No. 6.

Messrs. Perkins & Smith to Mr. Crampton.

Sir,

New London, December 29, 1856.

WE have the pleasure to inform you of the safe arrival at this port of the barque "Resolute," late one of the squadron of Sir E. Belcher, engaged in search of Sir J. Franklin. She arrived on Sunday, the 23rd instant.

We inclose herewith statement of the captain of the "George Henry," of discovery of the barque, and account subsequent.

We were deterred from communicating at an earlier date the news of her arrival, embarrassed by the novelty of the case, and expecting that we might receive some expression from yourself, or other party, on behalf of your Government. She is now securely at anchor in this harbour, tight and staunch, and with very little appearance of wear or injury.

From the hour of her arrival we have taken every precaution in our power to protect her lading from petty pilfering; so that, in the event of your desiring to reclaim her, we shall be able to give up the vessel in the same state in which she was brought into port.

The crew on her homeward passage undoubtedly used freely any clothing found on board which they happened to need, and other things of which we have no account, but Captain Buddington thinks of but small amount. But all property of public value Captain Buddington thinks will be found as he discovered it.

At as early a day as your convenience will permit, we shall be happy to have your views, and the wishes of your Government.

We have, &c.

(Signed) PERKINS & SMITH.

Inclosure 3 in No. 6.

Captain Buddington to Messrs. Perkins & Smith.

Gentlemen,

I HAND you herewith, as you request, a written account of my discovery of the "Resolute."

On the 10th day of September, 1855, while in latitude 64° 40' north, longitude 64° 50' west, Cape Mercy bearing north-east, twenty miles distant, I saw a large ship to the south-west, about ten miles off.

We were in sight about five days, the ships nearing each other all the time. On the 15th of September Mr. Quayle (my first mate) and three men started to board her, and succeeded in so doing; on that night a gale of wind came up, and prevented them from returning.

On the 17th they returned, and reported that the vessel was Her Majesty's barque "Resolute," one of Sir E. Belcher's squadron, deserted, and that she had about seven feet of water in her hold. On the 18th I sent Mr. Quayle, with a gang, on board, to rig the pumps, and endeavour to free the ship, with orders to set a signal if they succeeded.

The 19th, not having seen any signal, I went on board, fixed the pumps, and, after three days' hard labour, freed the ship.

After examining the vessel, I concluded that, as she was so valuable, it would be best to abandon our whaling voyage, and endeavour to take the "Resolute" to New London.

We accordingly prepared for the homeward voyage, clearing away the running rigging, getting sails ready, &c.

I took ten men from the "George Henry," leaving Mr. Quayle in command of that vessel, with fourteen men, with orders, if the two vessels were separated, to make the best of his way home.

On the 20th of October, it blowing a gale of wind from the north-east, and not seeing the "George Henry," we squared away for home.

After a stormy passage of sixty-four days (having in that time had a succession of gales, and being driven as far south as Bermuda), we at last reached the port of New London, and came to anchor Sunday, December 23, 1855.

(Signed) JAS. M. BUDDINGTON.

Inclosure 4 in No. 6.

Mr. Crampton to Messrs. Perkins & Smith.

Gentlemen,

Washington, January 1, 1856.

I HAVE to thank you for your communication dated the 29th ultimo, by which you inform me of the recovery and safe arrival at New London of Her Majesty's ship "Resolute," through the exertions of Captain Buddington, of the American whaling-vessel "George Henry," of which you are the owners.

I have as yet received no instruction from Her Majesty's Government in regard to the "Resolute," and the other vessels abandoned in the Arctic Seas, by Captain Sir E. Belcher, save to communicate to the Government of the United States, with a view to its publication in this country, the notice contained in the "London Gazette" of the 10th of November, 1854, asserting a continuing right on the part of Her Majesty's Government to the vessels in question.

This notice was published in the Washington "Union" of the 3rd of January last; and Her Majesty's Consul at Boston has my instructions to take such steps as may be necessary in the premises.

Full satisfaction of the just claims of the salvors of the "Resolute" will, as a matter of course, be made by the proper tribunals; but I shall also deem it my duty to make a full report of the circumstances attending the recovery of the "Resolute," to Her Majesty's Principal Secretary of State for Foreign Affairs, and to express my sense of the energy and skill which were displayed by Captain Buddington, his officers, and crew, in extricating the abandoned vessel from the ice, and in conveying her safely into port; and I have no doubt that these will be duly appreciated by Her Majesty's Government.

I have, &c.

(Signed) JOHN F. CRAMPTON.

Inclosure 5 in No. 6.

Consul Grattan to Mr. Crampton.

Sir, *Boston, January 3, 1856.*
I HAVE the honour to transmit herewith copies of two letters which I have just received from New London in reply to my communication of the 28th ultimo, relative to Her Majesty's ship "Resolute," referred to in my despatch of the 29th ultimo; the one from Messrs. Perkins and Smith, owners of the barque "George Henry," of that port, and the other from Mr. Hobart, Collector of Customs at New London.

I have, &c.
(Signed) E. A. GRATTAN.

Inclosure 6 in No. 6.

Messrs. Perkins & Smith to Consul Grattan.

Sir, *New London, January 1, 1856.*
WE have received your letter dated the 28th ultimo, just at hand.
We were aware of the notice given by the Admiralty regarding the ships of the Arctic expedition, and we last week communicated to his Excellency Mr. Crampton, at Washington, the fact of the arrival of the "Resolute," and the particulars of her discovery and preservation.

At as early a day as can be appointed we should be happy to wait upon some person empowered to act in behalf of the English Government respecting the disposition of the "Resolute," and have no doubt that an adjustment, speedy and satisfactory, will result.

(Signed) PERKINS & SMITH.

Inclosure 7 in No. 6.

Mr. Hobart to Consul Grattan.

Sir, *Custom-House, New London, January 1, 1856.*
I AM in receipt of your letter of the 28th of December, and in reply have to inform you that I have, by direction of the Treasury Department, taken possession of the ship "Resolute" and her lading, and that both are now in charge of an officer of the Customs.

(Signed) H. HOBART, Collector.

No. 7.

The Earl of Clarendon to Mr. Crampton.

Sir, *Foreign Office, February 6, 1856.*
I HAVE received your despatch of the 14th ultimo, inclosing copies of a correspondence with Her Majesty's Consul at Boston, and with Messrs. Perkins and Smith, the owners of the American whaling vessel "George Henry," upon the subject of the recovery from the Arctic Seas of Her Majesty's ship "Resolute," by Captain Buddington, the master of the above-mentioned vessel, and I have to state to you that I approve of the letter which you addressed to Messrs. Perkins and Smith upon this subject.

By the time this despatch reaches you, you will have received my despatch of the 25th ultimo, which will have apprized you of the wishes of the Board of

Admiralty with regard to the disposal of the "Resolute," and of the course which it will be proper for you to take in the matter.

I am, &c.
(Signed) CLARENDON

No. 8.

Mr. Crampton to the Earl of Clarendon.—(Received March 3.)

My Lord,

Washington, February 12, 1856.

I HAVE the honour to inclose herewith a copy of a note which, in obedience to the instructions contained in your Lordship's despatch of the 25th ultimo, I have addressed to the Secretary of State of the United States, informing him of the decision of the Lords Commissioners of the Admiralty to waive their right to Her Majesty's ship "Resolute," which was recovered by the skill and exertions of Captain Buddington, of the American whaler "George Henry."

I have also the honour to inclose the copy of a letter which I have addressed to Messrs. Perkins and Smith, the owners of the "George Henry," making them acquainted with that decision, and of an instruction which I have addressed to Her Majesty's Consul at Boston on the subject.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 1 in No. 8.

Mr. Crampton to Mr. Marcy.

Sir,

Washington, February 12, 1856.

WITH reference to my note of the 30th of December, 1854, by which I had the honour of informing you that the Lords Commissioners of the Admiralty, on behalf of Her Majesty the Queen, asserted a continuing right to Her Majesty's ships "Assistance," "Resolute," "Investigator," "Pioneer," and "Intrepid," which were left in the Arctic Seas by their crews; I am now instructed by Her Majesty's Government to state that the "Resolute," having been recovered from the Arctic Seas, and navigated from Baffin's Bay to New London, Connecticut, by the skill and exertions of Captain Buddington and the crew of the American whaler "George Henry," the Lords of the Admiralty, as the best mark of the sense they entertain of Captain Buddington's conduct, will waive their right to the vessel, and leave her to Captain Buddington's entire disposal; or if he should prefer giving her up to Her Majesty's Consul at Boston, the Consul will be instructed to sell the vessel, and to distribute the proceeds of the sale to Captain Buddington and his crew.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 2 in No. 8.

Mr. Crampton to Messrs. Perkins & Smith.

Gentlemen,

Washington, February 12, 1856.

WITH reference to my letter of 15th January last, regarding the ship "Resolute," I have now to inform you that I have received a reply to the statement which I made to Her Majesty's Government of the circumstances attending the recovery of that vessel by Captain Buddington, of the whaler "George Henry."

The Earl of Clarendon states to me that the Lords of the Admiralty have read with great satisfaction the account of the exertions and skill evinced by Captain Buddington and the crew who navigated the "Resolute" from Baffin's Bay to New London, and, as the best mark of the sense they entertain of Captain Buddington's conduct, their Lordships will waive their right to the vessel, and leave her at Captain Buddington's disposal; or if he should prefer giving her up to Her

Majesty's Consul at Boston, the Consul will be instructed to sell the vessel and distribute the proceeds of the sale to Captain Buddington and his crew.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 3 in No. 8.

Mr. Crampton to Consul Gratian.

Sir, *Washington, February 12, 1856.*
WITH reference to my letter of the 11th January, respecting Her Majesty's ship "Resolute," I inclose for your information the copy of a despatch which I have received from the Earl of Clarendon, stating that the Lords Commissioners of the Admiralty will waive their right to that vessel, and leave her at the disposal of Captain Buddington; or if Captain Buddington should prefer to give the vessel up to you, their Lordships request that you may be instructed to sell the vessel, and to distribute the proceeds of the sale to Captain Buddington and his crew.

I have already made the owners of the American whaler "George Henry" acquainted with their Lordships' decision; and I have now to instruct you to communicate with them, and to take such steps as may be necessary, whether for giving up the vessel to Captain Buddington, or for selling her and distributing the proceeds to Captain Buddington and his crew, in case he shall prefer giving the "Resolute" up to yourself.

I have, &c.
(Signed) JOHN F. CRAMPTON.

No. 9.

Mr. Hammond to the Secretary to the Admiralty.

Sir, *Foreign Office, March 4, 1856.*
I AM directed by the Earl of Clarendon to transmit to you, to be laid before the Lord Commissioners of the Admiralty, copies of a despatch and its inclosures from Her Majesty's Minister at Washington,* reporting the steps which he has taken in obedience to an instruction which, on receipt of your letter of the 24th ultimo, Lord Clarendon addressed to him respecting the decision of their Lordships in regard to the disposal of Her Majesty's ship "Resolute," lately recovered from the Arctic Seas.

I am, &c.
(Signed) E. HAMMOND.

No. 10.

Mr. Crampton to the Earl of Clarendon.—(Received March 11.)

My Lord, *Washington, February 25, 1856.*
WITH reference to my despatch of the 12th instant, inclosing the copy of a note which I had addressed to the Secretary of State of the United States, informing him that the Lords Commissioners of the Admiralty had determined to waive the right of Her Majesty's Government to Her Majesty's ship "Resolute," and to leave that vessel at the disposition of Captain Buddington and his crew, I have now the honour to inclose a copy of Mr. Marey's reply to my communication, expressing the sense of the United States' Government of the generous decision of the Lords Commissioners.

I have, &c.
(Signed) JOHN F. CRAMPTON.

* No. 8.

Inclosure in No. 10.

Mr. Marcy to Mr. Crampton.

Sir,

Washington, February 21, 1856.

I HAVE had the honour to receive your note of the 12th instant, representing that you had been instructed by Her Majesty's Government to state that the Lords Commissioners of the Admiralty will waive their right to the ship "Resolute," which has recently been recovered from the Arctic Seas, and navigated from Baffin's Bay to New London, Connecticut, by Captain Buddington and the crew of the American whaler "George Henry."

In reply, I have the honour to acquaint you, that measures have been taken by this Department to apprise Captain Buddington of the generous decision of the Lords Commissioners of the Admiralty in the premises, by whom it will, no doubt, be appreciated.

I avail, &c.
(Signed) W. L. MARCY.

No. 11.

Mr. Hammond to the Secretary to the Admiralty.

Sir,

Foreign Office, March 12, 1856.

WITH reference to my letter of the 4th instant, I am directed by the Earl of Clarendon to transmit to you, to be laid before the Lords Commissioners of the Admiralty, a copy of a despatch from Her Majesty's Minister at Washington,* inclosing a copy of a note from the United States' Secretary of State, expressing the acknowledgment of the United States' Government for the generous intention of Her Majesty's Government to waive their right to Her Majesty's ship "Resolute," and to confer that vessel, or, should he prefer it, the value thereof, upon the master of the American whaler "George Henry," who recovered her from the Arctic Seas.

I am, &c.
(Signed) E. HAMMOND.

No. 12.

Mr. Crampton to the Earl of Clarendon.—(Received March 27.)

My Lord,

Washington, March 6, 1856.

WITH reference to my despatch of the 25th ultimo, upon the subject of the relinquishment by Her Majesty's Government of their right to the ship "Resolute," which was recovered from the Arctic Seas by the captain and part of the crew of the American ship "George Henry," I have the honour to inclose the copies of two letters which have been addressed to me on this subject, the one by Messrs. Perkins and Smith, the owners of the vessel, the other by Mr. Henry Grinnell at the request of the former gentlemen.

Mr. Henry Grinnell's name is already honourably known to your Lordship on account of his connection with the American expedition in search of Sir John Franklin.

I also inclose copies of my replies to these communications.

The object of the application made to me seems to be some alteration in the terms of the instruction of the Lords of the Admiralty, by which all the parties interested in this matter should receive in just proportions the benefit of the liberal decision of Her Majesty's Government in regard to the "Resolute."

Not feeling myself competent, however, to form a correct judgment on a matter somewhat complicated by the peculiar circumstances of the case, I have preferred submitting it to the further consideration of Her Majesty's Government.

I have, &c.
(Signed) JOHN F. CRAMPTON.

* No. 10.

Inclosure 1 in No. 12.

Messrs. Perkins & Smith to Mr. Crampton.

Sir,

New London, February 25, 1856.

IN further reply to your letter under date of the 12th instant, we hasten to express our appreciation of the liberality of Her Britannic Majesty's Government in waiving their right of redemption of the barque "Resolute," and the value of title of possession under the general law of salvage awards, to be appropriated by the interests of those parties interested in her rescue.

This is the view we take of your letter. Some difference in the custom in the English ports probably induced you to think that the captain was the agent of all parties interested in salvage caused by whaling vessels.

By custom and the agreements of the shipping articles the agents of the vessels are the agents of the officers and crew, and whatever of value is to be disposed of for their benefit, is to be so by the agent.

This being, perhaps, novel to you, we have called the attention of Mr. Henry Grinnell to your letter, whose intimate knowledge of the whaling business will correct any erroneous views of ours. We will ask him to write you on this point.

In order, therefore, that the interests concerned in this salvage may have the benefit of the relinquishment of claim on the barque "Resolute," we desire that you will, if your views agree with ours, "abandon to Perkins and Smith, agents for account of parties interested in salvage on barque 'Resolute,' all right and title the English Government have in her; said salvage to be distributed and apportioned by said Perkins and Smith, in conformity with the terms of the shipping articles and the custom of the port of New London."

Very respectfully, &c.

(Signed)

PERKINS & SMITH.

Inclosure 2 in No. 12.

Mr. Grinnell to Mr. Crampton.

Sir,

New York, March 1, 1856.

I AM requested by Messrs. Perkins and Smith of New London, agents and part-owners of the whale-ship "George Henry," to state to you my views as to the relinquishment of your Government to all claim to the ship "Resolute," found derelict, and brought into the port of New London, by Captain Buddington and men from the "George Henry."

The relinquishment, if taken literally, would give to Captain Buddington and his men, who brought the ship to a safe port, the full reward of your Government's magnanimous generosity. Now, I must say, the officers and men who remained on board the "George Henry," as also the owners of that ship, should be participators, agreeable to the shipping articles entered into between the owners of the ship "George Henry" and the officers and crew, viewing the capture of the "Resolute" in the same way as the capture of a whale. The shipping articles of a whale-ship give the officers and crew about one-third of the oil, bone, or any other article that may be procured. It must be understood that the owners of the ship have to pay for the cost of the ship and outfit.

The "George Henry's" voyage was broken up by the act of Captain Buddington, by taking possession of the "Resolute," by which the owners of that ship would suffer severely, as well as the officers and men that remained on board of her, provided the abandonment of your Government were literally carried out.

It appears to me that your Government should relinquish to the owners, officers, and crew, of the "George Henry," its claim to the "Resolute," to be appropriated in accordance to the shipping articles.

It must be borne in mind that the act of Captain Buddington placed the owners of the "George Henry" in great peril, as, in the event of her loss after he left her, the insurance on her was vitiated, null, and void.

Should the abandonment be made as suggested, I think it would give entire satisfaction to all parties concerned; probably Captain Buddington would agree to the suggestion himself, but some of the men might get into the hands of the lawyers, and cause trouble and litigation, which Perkins and Smith are desirous to avoid. A simple note of explanation from you to Perkins and Smith, in accordance with the suggestion, would settle the matter amicably and satisfactorily to all concerned.

You must not infer from my remark that there are differences existing—I know of none—it is to avoid them that I write to you.

With, &c.
(Signed) HENRY GRINNELL.

Inclosure 3 in No. 12.

Mr. Crampton to Messrs. Perkins & Smith.

Gentlemen,

Washington, February 28, 1856.

I HAVE to acknowledge the receipt of your letter of the 25th instant, copy of which I will forward to Her Majesty's Government, who are naturally desirous that all parties concerned in the recovery of the "Resolute" should be satisfied. In my letter to you of the 12th instant I formed no opinion of my own, but adhered strictly to the words of the instruction I had received from Her Majesty's Government; nor should I be authorized to depart from the terms laid down by the Lords Commissioners of the Admiralty, the only competent authorities in this matter.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 4 in No. 12.

Mr. Crampton to Mr. Grinnell.

Sir

Washington, March 4, 1856.

I HAVE the honour to acknowledge the receipt of your letter of the 1st instant upon the subject of the relinquishment by Her Majesty's Government to their continuing right to the ship "Resolute."

I feel every confidence in the correctness of your view of the subject, but I should, I fear, overstep the limits of my official discretion, were I to alter the terms of the instruction of the Lords Commissioners of the Admiralty upon a matter which more peculiarly appertains to that Department of the Government, without previous reference to their Lordships.

I shall not fail, however, to transmit a copy of your letter, as well as one on the same subject which I have received from Messrs. Perkins and Smith, the owners of the "George Henry."

As Her Majesty's Government can have no other desire than that all the ties who contributed, whether directly or indirectly, to the recovery of the "Resolute," should feel satisfied, I feel assured that the considerations which you have presented to me will receive from them the favourable notice to which they are entitled.

I have, &c.
(Signed) JOHN F. CRAMPTON.

No. 13.

Mr. Hammond to the Secretary to the Admiralty.

Sir,

Foreign Office, March 27, 1856.

WITH reference to my letter of the 12th instant, inclosing a copy of a despatch from Her Majesty's Minister at Washington upon the subject of Her Majesty's ship "Resolute" which has been recovered from the Arctic Seas, I am directed by the Earl of Clarendon to transmit to you, for the information of the Lords Commissioners of the Admiralty, and for any steps which their Lordships may think fit to take thereupon, a copy of a further despatch from Mr. Crampton,* inclosing copies of two letters which have been addressed to him by Messrs. Perkins and Smith, and by Mr. Grinnell, upon the subject of the salvage of the above-mentioned vessel.

I am, &c.
(Signed) E. HAMMOND.

No. 14.

The Secretary to the Admiralty to Mr. Hammond.—(Received April 5.)

Sir,

Admiralty, April 4, 1856.

IN reply to your letter of the 27th ultimo, containing copy of a despatch and its inclosures from Her Majesty's Minister at Washington, relative to Her Majesty's ship "Resolute," recently recovered from the Arctic Seas by the captain and part of the crew of the American ship "George Henry," and also to the persons who should participate in the salvage, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Earl of Clarendon, that they will be ready to acquiesce in any arrangement which Mr. Crampton may deem fair and equitable to all parties concerned.

I am, &c.

(Signed) THOS. PHINN.

No. 15.

The Earl of Clarendon to Mr. Crampton.

Sir,

Foreign Office, April 9, 1856.

I REFERRED to the Lords Commissioners of the Admiralty your despatch of the 6th ultimo, inclosing copies of two letters which had been addressed to you by Messrs. Perkins and Smith, and by Mr. Grinnell, upon the subject of the salvage of Her Majesty's ship "Resolute," which was recovered from the Arctic Seas by the captain and part of the crew of the American ship "George Henry;" and I now inclose to you a copy of a letter which I have received, in reply, from the above-mentioned Department,* by which you will see that their Lordships will be ready to acquiesce in any arrangement which you may deem fair and equitable to all parties concerned.

I am, &c.

(Signed) CLARENDON.

No. 16.

*Lady Franklin to the Secretary to the Admiralty.**60, Pall Mall, April 15, 1856.*

LADY FRANKLIN presents her compliments to the Secretary of the Admiralty, and requests he will do her the favour to place the accompanying letter before the Lords Commissioners of the Admiralty at the earliest opportunity.

Inclosure in No. 16.

Lady Franklin to the Lords Commissioners of the Admiralty.

My Lords,

60, Pall Mall, April 14, 1856.

I HAVE the honour of laying before your Lordships the copy of the notice published by your orders in the "Gazette" of 22nd of January last, and of soliciting your consideration of the motives which compel me respectfully to enter a protest against the early adjudication therein proposed. I should not have delayed until this late moment the execution of an intention formed soon after the publication of the notice, and communicated many weeks since to Dr. Rae, but that I have been incapacitated from writing by serious illness, from which I am, indeed, but partially recovered.

The grounds upon which I venture to appeal to you against the present adjudication of the reward are the following:—

1. Because it cannot truly be affirmed of the crews of the "Erebus" and "Terror" that their fate has been ascertained, and, therefore, to adjudicate on such an assumption seems to be premature.

2. Because Dr. Rae has not by his efforts ascertained their fate.

* No. 14.

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3. Because it may yet happen that their fate will be positively and fully ascertained, and if so, those who by their efforts succeed in ascertaining it, will, should a premature adjudication take place, be deprived of their legitimate reward.

4. Because an immediate adjudication, by affirming that there is nothing more to be disclosed, opposes a check to any further efforts for ascertaining the fate of the expedition, and appears to counteract the humane intention of the House of Commons in voting a large sum of money for that purpose.

I trust that in making some observations in explanation of these points I shall not seem to fail in the respect due to your Lordships, and that you will accord me that indulgence which the subject, and my own deep personal interest in it, may appear to claim.

1. It is not my intention, under the first of these heads, to throw doubts upon the reports brought home by Dr. Rae, confirmed as they are in some points by the indisputable relics procured from the Esquimaux, but only to point out that they are convincing within certain limits only, and that much that has hitherto been considered as established is only conjectural, and should lead to a suspension of judgment rather than to a hasty enunciation of it.

It is not proved by any facts we are in possession of, that the party of white men who arrived with their large boat (the remains of which, with many articles belonging to it, have been found) within the estuary of the Great Fish River, and who are said to have perished there, were the only survivors of the crews of the "Erebus" and "Terror," and that no other remnant of the original ships' companies, amounting to about 135 men, took a different route; and even, as to this known boat-party, it has not been traced back to the ships, or to the wrecks from which it was equipped, nor have the ships been sought for at all, though there is much reason to believe, from the nature of the objects brought home by Dr. Rae, and of others seen by Mr. Anderson on Montreal Island and the adjacent shore, that they had been pillaged by the Esquimaux, and were not far distant. What secrets may be hidden within those wrecked or stranded ships we know not. What may be buried in the graves of our unhappy countrymen, or in caches not yet discovered, we have yet to learn.

The bodies and the graves which we were told of, have not yet been found; the books (journals) said to be in the hands of the Esquimaux have not been recovered; and thus left in ignorance and darkness, with so little obtained, and so much yet to learn, can it be said, or is it fitting to pronounce, that the fate of the expedition is ascertained?

That your Lordships did not consider that this question was resolved by Dr. Rae's report at the close of 1854, and by the relics which, to certain extent, authenticated them, is shown by your own proceedings; for it was immediately decided that steps must be taken to verify the truth of these reports, which could not be accepted as conclusive, and that further intelligence must be sought for.

There was, moreover, but one feeling in the country on this sad occasion. No amount of expense would have been grudged to develop the truth and to make a final expedition of search complete, for it was felt, after six long years of failure and disappointment, the clue which we had asked and prayed for was now in our hands, and that England's honour and credit were concerned in holding it fast and following it up till it led to the solution of the mystery.

My Lords, I shrink from recalling the pain and woful disappointment I felt, and which many others felt with me, when the response to this generous excitement in the public mind, and the sole result of your deliberation, was no more than a birch-bark canoe expedition down the Great Fish river, confided to the Hudson's Bay Company, but unsustained by any naval resources. In vain was it pleaded that a vessel might be sent to co-operate with this river party, who, if they ever reached the sea, could not venture to embark upon it in their frail canoes, and, if this were not granted, that, at least, a naval officer might accompany and direct the expedition; since it was well known that the Hudson's Bay Company, with all their zeal to accomplish the object required of them in the most effectual manner, would not be able to supply to it an officer competent to make the indispensable observations for latitude and longitude. To the credit of Dr. Rae, and the officers about to be employed, I may observe that he made a similar recommendation, being persuaded that the brave and right-minded servants of the Company would not hesitate to place themselves under the leadership of an officer in Her Majesty's navy, provided he were one already tried and distinguished in Arctic service. To add to the original deficiencies of this overland or river expedition, it failed to

obtain an interpreter, so that all the information it has brought back from the Esquimaux, and that derived chiefly from a few women, was transmitted only by

Every praise is due to the exertions of the two zealous officers who, under all these disadvantages, were able to accomplish anything; but it is scarcely to be wondered at if, after a rapid survey of nine days only, within a very limited district, which did not extend even to King William Island, where our fugitive countrymen were first seen, they were compelled by the state of the damaged boats hastily to return. They have thrown no new light upon the history of those whose fate they went to ascertain. Mr. Anderson has been able to confirm the evidences of a large party from the "Erebus" and "Terror" having arrived from the sea within the estuary of the Great Fish River, but his negative testimony on other matters, such as the bodies and graves (which were not to be found), tends rather to throw doubt upon, than to confirm them. I may here, perhaps, be allowed to add, without prejudice to that excellent servant of the Hudson's Bay Company, Mr. Anderson, that he is so far from considering the fate of the expedition has been fully ascertained by the results of his late survey, or that there is nothing more to be done, that he has felt it to be a duty to express to me since his return, as he had done before he started, his decided opinion that a vessel should be sent out to the vicinity of King William Land, to pursue the search. With about twenty men well armed, and two interpreters, he considers that two parties might be dispatched from it to explore the east and west sides of Victoria Strait, as well as the lower part of Regent Inlet; his own opinion being that the wrecks of the vessels are to be found in Victoria Strait, on the west coast of Boothia, between Bellot Strait and King William Land.

On the 15th of September last, Mr. Anderson writes to me that he had himself made preparations for a second season of search, but I presume that, having no instructions on this head, they have not been turned to any account. It is evident that he considers the Esquimaux tribes on the shores of the Bight hold the secret we are in search of, and that something more than a flying visit of a few days must be effected before their, perhaps, guilty fears can be allayed and their confidence won. The view I have thus ventured to submit, that there is much more conclusive evidence to be yet obtained as to the fate of the expedition, and that the means of obtaining it have not been used, but are within our reach, is not confined to myself alone, in which case I might, notwithstanding my deep personal interest in the matter, hesitate to advance it.

It would be in my power to adduce the most positive evidence that the sentiments and views I have taken the liberty of expressing are shared by some of the highest authorities to whom your Lordships have been accustomed to refer Arctic matters, as also by those brave and experienced officers who have most distinguished themselves in Arctic service; and I would entreat of you, before you place an extinguisher upon the light which has arisen in that dark corner of the earth whither we have been directed as by a finger of God, that you will, as you have done before, call together those Arctic officers, and obtain their individual and collective judgment in this emergency.

2. It seems almost superfluous to observe, if the fate of the crews of the "Erebus" and "Terror" has not been ascertained, that Dr. Rae has not succeeded in ascertaining it, and thus I might be spared the ungrateful task of considering whether or not he made the efforts implied in your Lordships' proclamation as a condition of reward, were it not that, by passing over this clause, I seem to admit an assumption that endangers the main truth I wish to establish. It is with great reluctance that I find myself obliged to contest Dr. Rae's claim to having, by virtue of his efforts, ascertained the fate of my husband and his companions, for we are indebted to him (short of this) for such valuable information, supported by such tangible proofs of a few facts, as might have enabled us, had ample means been employed, to set the question at rest, and as enables us still to do so. Had Dr. Rae verified some of the reports he received at second or third hand from the Esquimaux by personal investigation, and made use of the facts thus attained to get at further truths, or even had he hastened home with no other object than to provoke the organization of a much more complete and effective search than any he could himself accomplish on the spot, his claims would bear a different aspect. But he did not go out of his way to test the startling facts communicated to him, and he returned home, as he expressly tells your Lordships in his official letter, to stop

further expeditions (in other parts)—a praiseworthy object, perhaps, but one widely different from that for which the reward was offered. It is but due, however, to Dr. Rae to add that, when the Fish River expedition was resolved upon, he gave his ready advice for its organization, though he declined the command, which was proposed to him; and he also declares himself favourable at this moment to further search, were it only, as he has assured me, that his own statements might receive the verification he anticipates.

Much more gladly would I plead, did I not feel that it is beyond my province, that Dr. Rae should receive an adequate reward for his late and former services, than oppose his right to that which is put forth in the third clause of the "Gazette" notice, to which it appears to me he has not made good his title.

3. For the sake of those who may yet advance a stronger claim to it, I am again compelled respectfully to protest against the premature adjudication contemplated in the "Gazette" notice, when in the early part of the Session of 1849 the House of Commons unanimously voted 20,000*l.* for the encouragement of private enterprise, and for private enterprise alone, in the search for the lost objects of national solicitude, they placed no restrictions as to the period during which the reward was to be held out. It could never have been contemplated that, while the community was divided in opinion as to the evidence of the facts, and while a great majority of those best informed on the subject, and others the most deeply interested in it, were dissatisfied with that evidence, and demanded better, an arbitrary edict, such as that involved in the premature adjudication of the reward, should, in favour of any one candidate of doubtful pretensions, shut out all future ones. I would fain submit to your Lordships that so long as private funds are embarked in the same cause, and that active measures are in progress or contemplation to clear up the mystery as to the fate of the crews of the "Erebus" and "Terror," it would be unjust to place an arbitrary limit to the operation of an act designed expressly for that object, and so proclaimed at the time by Her Majesty's Government; and here I feel compelled to state that, though it is my humble hope and fervent prayer that the Government of my country will themselves complete the work they have begun, and not leave it to a weak and helpless woman to attempt the doing that imperfectly which they would do themselves so easily and well, yet if need be, such is my firm resolve, God helping me.

In the name, then, of those brave men who will devote themselves to this labour of love and duty, I feel called upon to claim that they should not be shut out by a premature adjudication from the reward which may become their due. It may yet fall to their lot to ascertain all, or much, of what we want to know, to bring back some journal, or some precious fragment, otherwise lost to us for ever.

Should these last of the explorers accomplish any of these things, will you ignore their services and claims, because in the spring of 1856 you had deemed that the fate of the expedition was ascertained, and had given away the reward? I have a right to use this argument, though, in carrying it into its consequences, I feel it may be an injustice to your Lordships, as well as to the devoted volunteers who will undertake what they have to do in a higher spirit than any hope of pecuniary recompense can put into them.

But I may illustrate the argument by a more immediate example, that of the zealous and enterprising Captain Penny. It may not be known to your Lordships that Captain Penny, before his departure from England last year, in command of two whaling-ships, informed me that the reports brought home by Dr. Rae reminded him of some vague rumours of a fight between whites and Esquimaux which had reached him in Northumberland Sound the previous season, from a great distance, travelling through successive tribes of natives; and Captain Penny added that, in spite of all the difficulties he foresaw in the execution of his project, it was his intention to engage some of the most intelligent and trustworthy natives, domesticated at his whaling-station, to trace back these rumours to their source, whether that source were the catastrophe at the Great Fish River or any other which may have overtaken a separate portion of the crews of the "Erebus" and "Terror" in some other locality. Now, though I have no great hope (considering the distance to be traversed, and other obstacles), that much success will attend Captain Penny's laudable efforts, and am sure that no thought of qualifying himself for the Government reward entered into his speculations, yet would it be fair to adjudicate that reward, at this moment, in the face of such a fact?

I have spoken reluctantly of a private expedition at my own cost, which, in

despair of your Lordships completing the work you have begun, and not till then, I may be forced to undertake; and it may not be superfluous, though I trust it is so, that I should state I can have no personal interest in desiring that the adjudication of the reward should be delayed till the result of that expedition, or any other, be known.

Even in the event of the reward being adjudged in whole or in part, to those engaged in my private expedition, this could in no degree relieve me from any portion of my own pecuniary obligations to them, or from any expenditure whatever. My funds, since the settlement of my late husband's affairs, are equal to the ample equipment of the "Isabel" schooner, which is now lying in dock, waiting, at a considerable current expense to me, her possible destination; and unless these my independent funds should become exhausted, which I do not foresee, I shall not even ask your Lordships for the ordinary pension of a Rear-Admiral's widow, to which I presume I am entitled. My request to your Lordships will be limited to such assistance as is entirely independent of money, and to such as I have been assured on the highest authority will not be denied.

4. And this leads me to add, as my last ground for remonstrating against the immediate decision which Dr. Rae's claims have given you occasion to announce, that its greatest evil, and that of which I should have the most reason to complain, would be the discouragement given to many a noble-minded man, who, in volunteering for this service, desires to do so with the confidence that he has your Lordships' approbation as well as permission.

Your present adjudication would be to tell the public, and the navy in particular, that in your Lordships' opinion all has been done that can or need be done; that there is nothing more to learn, or nothing worth knowing, or nothing commensurate with the cost and risk incurred (little as that cost and risk would be) to obtain it, and it is to brand with infatuation and obstinacy the feelings and convictions that prompt a different course. But if, indeed, the object of so many years' labours and anxieties spent, but not wasted, in wrong directions, is to be abandoned at the very moment when we know where and how to grasp it—if that which has hitherto been withheld from my husband and his companions as the first discoverers of the North-West Passage, and withheld on the ground that future investigation was necessary in order to determine the extent to which it might yet be found that they had carried these discoveries, to which they had sacrificed their lives: such was the barren, though kindly expressed, result of an appeal which, believing my motives must be above suspicion, I took courage to make to a Select Committee of the House of Commons appointed to inquire into the claims of Sir Robert Maclure to reward, when I found that the right of my husband's expedition (not to reward, but to the distinction) of prior discovery was ignored, or not understood, or forgotten; and yet one would have supposed that the full examination of any conflicting claims lay at the very root of a just judgment, and that those who could not plead their own cause, because their voices were hushed in the grave, would have found an advocate in every man in that assembly as they did, I gratefully acknowledge, in some.

But this painful remembrance does not enter, or enters but little, into the feelings which prompt my efforts for further search, and which I should not desire the less even did I anticipate that its consequence might be to dissipate the convictions I now have instead of to confirm them. Nor, perhaps, should I have touched upon this subject at all, except as leading me with less appearance of presumption to express my opinion that it is due to a set of men who have solved the problem of centuries by the sacrifice of their lives, and in the very act of dying, that their remains should be sought for in the places where they perished, and that as they assuredly devised some means of preserving from destruction the last words they dictated to those they loved, and the records of those five long years of adventure and suffering, the recovery of those precious documents should be the aim of persevering exertion, and held out as a fitting object of reward. The best tribute that could be paid to the first and only martyrs to the great Arctic discoveries of the present century, would be a national and final expedition for this holy purpose. The objections against a useless repetition of the attempt will be unanswerable when once an adequate effort for the attainment of these objects has been made in vain, and then may England feel that she is indeed relieved of her responsibilities, and can close with honour one of the noblest episodes in her naval history.

I have trespassed long on your Lordships' patience, for which I beg to apologise, while renewing my respectful protest against the impending adjudication of

the reward, and my earnest request that it may be delayed till such time as the result of the last expedition be known.

I have, &c.
(Signed) JANE FRANKLIN.

No. 17.

Mr. Lumley to the Earl of Clarendon.—(Received June 23.)

My Lord,

Washington, June 10, 1856.

ON the 23rd ultimo Mr. Crampton addressed to Messrs. Perkins and Smith a letter, copy of which I have the honour to inclose.

No answer has been received at Her Majesty's Legation to this communication; but it would appear, from the inclosed extract from a New London paper, copied into the "New York Herald" of this morning, that the wishes of Her Majesty's Government with respect to the relinquishment of the barque "Resolute" have been carried into effect, to the satisfaction of all parties who were instrumental in saving that vessel.

I have, &c.
(Signed) J. SAVILE LUMLEY.

Inclosure 1 in No. 17.

Mr. Crampton to Messrs. Perkins & Smith.

Gentlemen,

Washington, May 20, 1856.

IN reply to your letter of the 8th instant, I have to inform you that the Lords of the Admiralty, in waiving the right of Her Majesty to the barque "Resolute," are desirous that all parties who, directly or indirectly, were instrumental in saving that vessel, should share in the advantages to be derived from that act.

It is therefore the intention of Her Majesty's Government that the barque "Resolute" should be relinquished to the owners, officers, and crew of the "George Henry," to be appropriated in the manner which may be considered most satisfactory to all parties.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure 2 in No. 17.

Extract from the "New York Herald" of June 9, 1856.

WE learn, from Messrs. Perkins and Smith, that the British Government has relinquished all claim to the discovery barque "Resolute" to the owners of the "George Henry," and the officers and crew of that vessel who were engaged in rescuing and bringing the "Resolute" into port from the Arctic Sea, where she was found derelict. The sails, stores, and articles of every kind have been kept on board, and strictly watched and guarded by a custom-house officer, and by a ship-keeper in the employment of Messrs. P. and S., until notice was received of the determination of the British Government. They are now being removed on shore, and the "Resolute" herself will be hauled into the dock in a few days. The Queen's Government has acted handsomely and magnanimously on this subject, for it might have litigated the rescuer's claim to salvage, and probably realized a considerable sum of money from those interested in her rescue, before the owners of the "George Henry," and the gallant men engaged in bringing her home, could have legally established their claim. With a generosity that does them honour, the British have foregone all considerations but those of manhood and honour, and left the salvors the just reward of their perseverance and their perils. That reward, we hope and trust, will be an ample one.—(From the "New London Chronicle" of June 6.)

Mr. Hammond to the Secretary to the Admiralty.

Sir,

Foreign Office, June 27, 1856.

WITH reference to former correspondence respecting the relinquishment of the right of Her Majesty's Government to Her Majesty's ship "Resolute," which had been recovered from the Arctic Seas by the master of the American whaling-vessel "George Henry," I am directed by the Earl of Clarendon to transmit to you, for the information of the Lords Commissioners of the Admiralty, a copy of a despatch from Mr. Lumley, Secretary of Legation at Washington, upon the subject of the above-mentioned vessel.*

I am, &c.

(Signed) E. HAMMOND.

No. 19.

Mr. Lumley to the Earl of Clarendon.—(Received June 30.)

My Lord,

Washington, June 16, 1856.

WITH reference to my despatch of the 10th instant, I have the honour to inclose the report of a debate which has taken place in the Senate of the United States, on the question of issuing an American register to the barque "Resolute," lately relinquished by Her Majesty's Government to the salvors.

In the course of this debate, Mr. Mason, Chairman of the Committee of Foreign Relations, stated it to be his opinion that the proper disposition of that vessel would be for the United States' Government to purchase and return her to Her Majesty's Government, as a mark of courtesy.

I believe that this idea was originally suggested to several members of the Senate by Mr. Grinnell and Dr. Kane, but the subject was allowed to drop, and no proposition with reference to it was brought forward, as there appeared to be some doubt of its being favourably entertained by Congress.

I have, &c.

(Signed) J. SAVILE LUMLEY.

Inclosure in No. 19.

Extract from the "National Intelligencer" of June 12, 1856.

THE BRITISH BARQUE "RESOLUTE."

In the Senate, on Tuesday, *Mr. Foster*, of Connecticut, submitted the following resolution:—

"Resolved,—That the Committee on Commerce be instructed to inquire into the expediency of authorizing the Secretary of the Treasury to issue a register to the British-built barque 'Resolute,' found derelict near Cumberland Inlet, in the Arctic Ocean, by the officers and crew of the American whaling-ship 'George Henry,' of New London, Connecticut, and by said salvors brought into the port of New London, where she is now lying; all claim to said vessel by the British Government having been relinquished to the salvors."

Mr. Foster, having offered this resolution, said he should ask the Senate to consider it now, as it was merely a resolution of inquiry.

It probably may have passed under the observation of Senators (he continued) that the barque "Resolute," which was one of a squadron sent out by the English Government, in the year 1852, to the Arctic Ocean in search of Sir John Franklin, was abandoned by the officers and crew belonging to her in Wellington Inlet, having there got imbedded in the ice in the year 1853. The officers and crew returned in one of the other ships of the squadron, and left this vessel in that condition. During the past season the American whaling-ship "George Henry," of New London, Connecticut, on a whaling voyage to the Arctic seas, near Cumberland Inlet, discovered this British vessel. She was then imbedded in the ice, had

been abandoned more than eighteen months, and had drifted from the place where she had been abandoned about 1,000 miles. The captain of the American ship divided his crew, leaving a portion on board his own ship, which was placed in the charge of his chief mate. He took ten of his men, went on board this barque, and worked her into the harbour of New London, where she arrived in the month of December last, and where she has since remained.

The British Government, having been communicated with in regard to this transaction, after some inquiries made by them through their Minister here on the subject, relinquished the vessel to the salvors, and she is now in the harbour of New London, in that state and condition.

The object of the resolution is, that the Committee on Commerce may inquire into the expediency of issuing a register for this barque, so that she may be registered as an American vessel. I presume there can be no objection, under the circumstances, to the consideration of the resolution, and to the granting the request specified by it.

I may be permitted to add, Mr. President, that I feel some little pride in the fact that a ship, abandoned by the officers and crew attached to her, belonging to the Royal Navy of England, has been discovered and brought safely into port by American sailors and by Connecticut sailors. I feel some national pride and some State pride on the subject—both, I hope laudable, under the circumstances. And, Sir, with your permission, if the Senate will grant me the indulgence, I wish to read a passage from a speech of Mr. Burke, made in the House of Commons more than eighty years ago, in connection with this very matter, which the present occasion suggests:—

“As to the wealth which the colonists have drawn from the sea by their fisheries, you had all that matter fully opened at your bar. You surely thought those acquisitions of value, for they seemed even to excite your envy; and yet the spirit by which that enterprising employment has been exercised, ought rather, in my opinion, to have raised your esteem and admiration. And pray, Sir, what in the world is equal to it? Pass by the other parts, and look at the manner in which the people of New England have of late carried on the whale fishery. Whilst we follow them among the tumbling mountains of ice, and behold them penetrating into the deepest frozen recesses of Hudson’s Bay and Davis’s Straits, whilst we are looking for them beneath the Arctic Circle, we hear that they have pierced into the opposite region of polar cold, that they are at the antipodes, and engaged under the frozen serpent of the South. Falkland Island, which seemed too remote and romantic an object for the grasp of national ambition, is but a stage and resting-place in the progress of their victorious industry. Nor is the equinoctial heat more discouraging to them than the accumulated winter of both the poles. We know that whilst some of them draw the line and strike the harpoon on the coast of Africa, others run the longitude and pursue their gigantic game along the coast of Brazil. No sea but what is vexed by their fisheries, no climate that is not witness to their toils. Neither the perseverance of Holland, nor the activity of France, nor the dexterous and firm sagacity of English enterprise, ever carried this most perilous mode of hard industry to the extent to which it has been pushed by this recent people—a people who are still, as it were, but in the gristle, and not yet hardened into the bone of manhood. When I contemplate these things, when I know that the colonies, in general, owe little or nothing to any care of ours, and that they are not squeezed into this happy form by the constraints of a watchful and suspicious Government, but that, through a wise and salutary neglect, a generous nature has been suffered to take her own way to perfection; when I reflect upon these effects, when I see how profitable they have been to us, I feel all the pride of power sink, and all presumption in the wisdom of human contrivances melt and die away within me. My rigour relents. I pardon something to the spirit of liberty.”

The President, *pro tempore*.—It requires unanimous consent to consider the resolution now.

Mr. Mason.—I do not mean to object to any disposition which the honourable Senator from Connecticut proposes to make of this subject; but I wish to inquire of him, if he can give the information whether this vessel has changed owners since she was brought in by the salvors?

Mr. Foster.—She has not. I am advised that nothing has been done. She is considered, I suppose, having been captured by a whale ship, as being legally the “catching” of the voyage, and belonging to the owners, the captain, officers, and crew, just like any other products of the voyage, and to be disposed of in the same

way. The technical term is "catching," I believe. That I suppose—indeed I know—to be the condition of the vessel.

Mr. Mason.—Mr. President, I saw, as did the whole American people, the fact announced of the recovery of this vessel, and her being brought successfully, and after much danger and peril, within our own waters. It occurred to me at the time, and I have been more strongly impressed with it in thinking over the subject since, that the proper disposition of that vessel would be for the Government of the United States to purchase her, and refit her in a proper manner, and send her back to England. She was the property of the English Government, and was one of their public ships, abandoned on an enterprise of discovery, in which we have largely participated with them, abandoned from necessity, and accidentally recovered by one of our merchant ships.

I had thought that that high national courtesy, which I am gratified to say marks our country certainly with as much distinction as any other in the great family of nations—that national courtesy which does more to preserve the peace of the world, even than armed ships themselves, would suggest that, on a suitable occasion, this ship should become the property of the Government, if it can be done on fair and equitable terms, and should be sent back to England, in the name of the American people. I would suggest, therefore, to the honourable Senator from Connecticut, learning that she has not changed hands, that, unless there be some immediate occasion for this resolution, it would be as well, perhaps, to let it lie over until we can confer on the subject.

Mr. Foster.—I am exceedingly gratified in the suggestion of the honourable Senator from Virginia. The same course of proceeding occurred to myself months ago, and I then made some inquiries of certain gentlemen in the Senate, older, more experienced, and more influential than myself, in regard to the probability of such a project as that being entertained favourably in this or the other House of Congress. I was not encouraged, as I am now, by the honourable Senator from Virginia; I was discouraged. From the inquiries which I made, I feared that any such effort on my part as that suggested (with so much liberality, and, I must say, with so much propriety) by the honourable Senator from Virginia, would not be likely to receive the sanction of a majority of this body. It seemed to me it would be exceedingly unadvised to bring forward such a proposition, and have it fail. It would certainly be a mark of great discourtesy to a foreign Power, if such a project as that should be named, and voted down. For fear this would be the result, I did not bring forward the measure; but coming as it does from the source from which it emanates, it seems to me we may now hope that there will be no difficulty, so far as this body is concerned, but that that measure will be entertained and favourably considered here.

I can assure the honourable Senator from Virginia, and the Senate, that the persons concerned in this vessel, from those who have the largest to those who have the smallest interest, down to the cabin boy on board, will, one and all, join heartily and cordially in disposing of it at a very low price, to the Government, in order that this project may be carried out.

I will now, with the leave of the Senate, withdraw the resolution, trusting and believing that the Senator from Virginia will take such steps in this matter as shall result in doing what I, for one, should be so gratified to do, and what I know those whom I represent are exceedingly anxious to have done. They will make almost any sacrifice on the vessel, for the sake of doing this just, courteous, and proper act, so properly suggested by the honourable Senator from Virginia.

The President, pro tempore.—The resolution will be withdrawn, if there is no objection.

Mr. Mason.—I wish to say to the honourable Senator from Connecticut, that I have consulted with nobody, and am not at all aware of what the dispositions or feeling of the Senate and House of Representatives may be on the subject. I confess that, in my own judgment, I have been strongly impressed with the propriety of the step which I have suggested, although I agree with the Senator that it would be an unfortunate suggestion, if it should meet with disfavour, far more if it should not have the vote of the Senate.

Mr. Foster.—The gentlemen with whom I conversed on the subject, one and all, expressed their entire willingness to vote for such a proposition themselves, but feared that others would vote differently. I did not meet discouragement so far as the action of those with whom I conferred was concerned, but the fear was, as to what others might do.

Mr. Mason.—If the Senator will withdraw the resolution I will confer with him on the subject.

Mr. Foster.—I withdraw it.

No. 20.

Lady Franklin to the Lords Commissioners of the Admiralty.

My Lords,

60, Pall Mall, July 11, 1856.

THREE months ago I felt constrained to address your Lordships, requesting that you would be pleased to delay your adjudication of the reward claimed by Dr. Rae for ascertaining the fate of my husband's expedition, until such time as the result of a more complete and final search could be known. I implored your Lordships to adopt such measures as would set this question at rest: at the same time I was compelled to represent that your refusal to do this, would force upon me the painful alternative of taking the burden of an expedition upon myself, at whatever cost, and under great disadvantage.

To this letter I have not been honoured with any reply, but, notwithstanding, it seemed to me and to others, not unreasonable to interpret your silence in a manner not unfavourable to my wishes, inasmuch as your Lordships were well aware that so long as no adverse decision was announced to me, I was precluded from taking any steps for advancing my private expedition, which depended entirely on the non-adoption of the other. Even when I read in the "Gazette," after two months and more had elapsed, that your Lordships, disregarding my request, had given the reward of 10,000*l.* to Dr. Rae, I was still unwilling to regard this action as an absolute rejection of my petition for further service, since in that light, or with such a bias or object in view, it might have been practicable to announce it at a much earlier period, and thus relieve me from suspense and set my hands free for action. But, besides this, I was aware that a memorial to the same effect as my own petition, signed by the most eminent scientific men in London, and embracing the opinions of all the chief Arctic officers, had been presented to Her Majesty's Government (by whom it was kindly received), and I indulged the hope that it could scarcely fail to receive your Lordships' favourable consideration. Thus between doubt and hope, between occasional misgivings and reviving confidence, but withal in constant and harassing anxiety, I have passed three long months (precious months to me; who required them all for my own expedition, if that great burden was at last to fall upon me), till, at last, the time has arrived when the equipment of a private expedition is no longer possible, and a season of probably unexampled openness for ice navigation is passing away.

I feel sure that if your Lordships would only do me the favour of considering for a moment the painful position in which I have thus been and am still placed, without a single word vouchsafed to me, either to confirm my hopes or to extinguish them, deprived of any means but such as I had a reasonable objection to, of securing public feeling in my behalf, whilst the Arctic papers (including my appeal to your Lordships) which were called for in the House of Commons, continued to be withheld—unable thus to make use of the present or calculate on the future, you would feel that a great hardship, nay, that a great injustice (for such I feel it to be), has been inflicted on me.

Yet, great as this trial has been, it receives aggravation from the knowledge that I am not alone affected by it. I abstain from obtruding on you details of private matters, however they might serve to illustrate this aspect of my embarrassing position, but I feel sure that you will deem it worthy of your kind and serious attention, when I inform you that the distinguished individual who has generously offered me his gratuitous services for the command of my private expedition, should I be unhappily reduced to this extremity, has done so at the sacrifice of all his own professional and private interests, in the purest spirit of sympathy with my anxieties, and of devotion to a holy cause. And I might say much more than this if I felt permitted to do so; your Lordships, however, will, I am sure, perceive that I cannot indefinitely prolong the state of uncertainty in which my noble-minded and generous friend is now placed, and that it is my duty either to release him from his promise, as I would so gladly do were I sure that my cause were safe in your hands, or enable him at once to commence independent operations.

Regretting deeply that you have, as I learn, come to a decision adverse to the

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immediate starting of a vessel by the eastern route, since I fully recognize the possibility of following my husband's track, on that side, down Peel Channel, I yet may be permitted to express the opinion I have long entertained, confirmed as it is by that of your late eminent hydrographer, Sir Francis Beaufort, and by that of Captains Collinson and Maguire, that the route by Behring Strait, though longer in distance, is of surer and safer accomplishment, and that a vessel dispatched this autumn to Behring Strait would, probably, arrive at the spot to be searched in a shorter time than by the other. Captain Collinson, whose experience is the highest that can be adduced on this point, has no doubt that he could carry even such a heavy-sailing ship as the "Enterprise," without the aid of steam, in one season only, to the very locality where the remains of the "Erebus" and "Terror" are now lying; and while it is, at least, certain that the Esquimaux hold the secret of their fate, and of the pillage they have acquired from the catastrophe.

This opinion of Captain Collinson, as to the facility of a vessel reaching the place of its destination, in one season, by way of Behring Straits, is shared by Captain Maguire, as expressed in a letter which I have permission to inclose; your Lordships will also perceive therein another reason for the adoption of this route, which has not hitherto received the attention its extreme importance deserves, namely, the facility it gives of bringing the vessel into close contact with the Esquimaux, it being Captain Maguire's opinion (as it is that of Mr. Anderson, the late commander of the boat party down the Great Fish River), that the tranquil presence of a vessel is necessary to extract the whole truth from the natives. These people are not wanting in sagacity, and if they see nothing but a boat or sledge party, they will be sure to calculate on the very limited resources of such a party, that it will soon return whence it came, and rid them of unwelcome investigations. It is also to be recollected that the Esquimaux are in the habit of making spring and autumn migrations, so that time would be required to enable the intelligence that white men were on the spot to permeate throughout the country, and thus reach the ears of any stragglers that may yet remain of the crews of the missing vessels.

I would entreat of your Lordships, should you doubt the accuracy of any of my statements, to call before you those two able and experienced officers, Captains Collinson and Maguire, one of whom has brought back his ship and crew in perfect safety, after a navigation in Arctic waters of unexampled length and importance, whilst the other, within a more restricted field of action at Point Barrow, succeeded so well in his endeavours to gain the confidence and co-operation of the natives, as to be an earnest of his success in any other quarter.

I mention these two distinguished officers as being especially qualified to speak of the advantage and disadvantage of the route suggested, not forgetting that Captains Osborne and Richards are also on the spot, equally able to submit to your Lordships, if honoured by your reference, all that might have been said in favour, or otherwise, of the route which you have pronounced to be impracticable at this advanced season. All are alike ignorant that I am expressing this unbounded confidence in their capacity and zeal, in the humble hope of reminding your Lordships that if you give little weight to anything I can advance as coming from an incompetent or too-interested person, there are those at hand whose qualifications, whose duty towards you, and whose sense of responsibility, remove them widely from such disparaging circumstances.

Whilst this subject is still under deliberation, I commit the prayer of my present appeal to your serious and humane consideration, believing that the honour of my country is no less concerned in the result, than in my own personal interests and those of my fellow-sufferers in calamity.

I have, &c.
(Signed) JANE FRANKLIN.

Inclosure in No. 20.

Captain Maguire to Captain Collinson.

(Extract.)

June 28, 1856.

AS now the point of interest is known, not much difficulty can arrive in reaching it from whichever direction is taken. There seems little doubt that the most certain route to reach Montreal Island is by Point Barrow; as you know, from experience, that a vessel may almost count on the passage in one season, leaving

the second to proceed by Peel Sound, if found practicable, and, if not, her return can be calculated on with certainty. A vessel, on the spot, could do a great deal more than travelling parties coming from a considerable distance, who might find themselves left with little more time for their search, or stronger in resources, than Mr. Anderson was, and the best chance of obtaining information, or finding the journals or papers, is through the natives, from whom it is difficult to get information to be relied on in one or two interviews.

No. 21.

Mr. Lumley to the Earl of Clarendon.—(Received July 14.)

My Lord,

Washington, June 30, 1856.

I HAVE the honour to inclose the report of a debate which took place on the 24th instant, in the Senate of the United States on a resolution submitted by Mr. Mason, Chairman of Committee of Foreign Affairs, authorizing the purchase and restoration to the British Government of the ship "Resolute," late of Her Majesty's navy.

This resolution was passed unanimously.

I have, &c.

(Signed) J. SAVILE LUMLEY.

Inclosure in No. 21.

Extract from the "National Intelligencer" of June 27, 1856.

THE BRITISH SHIP "RESOLUTE."

In Senate, June 24, 1856.

Mr. Mason introduced a joint resolution authorising the purchase and restoration to the British Government of the ship "Resolute," late of the British navy.

The joint resolution was read a first time and ordered to a second reading. Its preamble recites that it has become known to Congress that the ship "Resolute," late of the navy of Her Majesty the Queen of Great Britain and Ireland, on service in the Arctic Seas, in search of Sir John Franklin and the survivors of the expedition under his command, was rescued and recovered in those seas by the officers and crew of the American whaling-ship the "George Henry," after the "Resolute" had been necessarily abandoned in the ice by her officers and crew, and after drifting in the ice for more than 1,000 miles from the place where she was abandoned; and that she has been brought to the United States by the salvors at great risk and peril, and has been generously relinquished to them by Her Majesty's Government. In token of the deep interest felt in the United States for the service in which this ship was engaged, and of the sense entertained by Congress of the act of Her Majesty's Government in surrendering it to the salvors, the resolution requests the President of the United States to cause the ship, with all her armaments and equipments, and the property on board when she arrived in the United States, to be purchased of her present owners, and to be fully repaired and equipped at one of the navy yards of the United States, and then sent back to England, under the direction of the Secretary of the Navy, with a request to Her Majesty's Government that the United States may be allowed to restore the ship. For the purchase of the ship and her appurtenances it is proposed to appropriate 40,000 dollars, or so much of that sum as may be required.

Mr. Mason said: Mr. President, there was an informal conversation between the honourable Senator from Connecticut (Mr. Foster) and myself, a few days since, when he proposed that a register should be issued for this vessel in order to make her an American ship. In the course of that conversation that honourable Senator was good enough to withdraw his proposition in order that I might introduce this, which meets his concurrence, authorizing the purchase of that ship by the Government of the United States, with a view to restore her to the Government of England. The history connected with her is known, doubtless, to the Senate, and I will refer to it in a very few words.

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The ship "Resolute" was a part of the British navy—one of the naval ships of the Queen of England. She was sent on an expedition to the Arctic Seas in the year 1852, with a view to make further explorations in search of that great and distinguished navigator, Sir John Franklin. On her arrival there it seems (as ships are likely to be in those seas) she was imprisoned in the ice, and remained so for a period of nearly two years. The officers and crew, from necessity, abandoned her, as ships were abandoned by our navigator, Dr. Kane. She was abandoned in Barrow's Straits, I think in the spring of 1854, when one of our whalers from Connecticut, commanding the whaler "George Henry," who had but barely commenced his whaling voyage in those seas, discovered her still in the ice, but in floating ice, and, it appears now, at a distance of some 1,200 miles from the place where she was abandoned sixteen months before. The captain of the whaler, in the exercise of his discretion, and in justice to his crew and to the owners of his vessel, thought it best, as the ship was found in a state of perfect preservation, although so long abandoned, to discontinue his voyage in order to act as salvor of that ship. He divided his crew, put ten men on board the rescued ship, leaving fifteen only on board the whaler, with instructions to return home, and at great peril and risk he brought the British ship to New London last fall. It occurred to me at that time (and I feel myself authorized to say such was the opinion of the Executive Government) that that proper national courtesy which should be extended from our country to Great Britain required that we should interpose by paying the salvage justly due to the salvors of the ship—she remaining then a British ship, as she would have been—so as to have enabled this Government to return her to England. But Her Majesty's Government, with a degree of high generosity, has relinquished all claim of the British Government to the salvors, whereby she has become their absolute property.

In that condition the honourable Senator from Connecticut proposed that a register should be issued to make her an American ship. As I have said, with his entire approbation and concurrence, I offer, in lieu of that proposition, the joint resolution which has been read, and which gives authority to the President to purchase the ship, with all the property, public or private, that was on board of her at the time when she was brought into port by the salvors, to have her properly equipped and refitted at one of our navy yards, and to send her in naval charge back to England, with a request, on the part of this Government, that she may be restored to Her Majesty's service.

In inquiring into the proper price to be paid for the ship, which I did, also, through the kind instrumentality of the honourable Senator from Connecticut, we have obtained a letter from the owner, which shows, in my judgment satisfactorily, that the price at which she is offered is not the value of the ship, in fact; although, probably, as full a price as could be obtained for her as a merchant ship. But it does not carry with it that which, if I were at liberty, I confess, as a senator, I should be very willing to provide for—remuneration for these men for the losses they have sustained in rescuing this ship of a foreign Government and bringing her safely into port. The resolution contains only an appropriation sufficient to pay for the actual market value of the ship in her present condition. The owners, in a letter to the Senator from Connecticut, say:—

"Dear Sir,

"New London, June 11, 1856.

* * * We do not expect to obtain for her anything like her original cost, which you are aware, perhaps, was very great. Our only expectation has been to get for her a sum approaching her cost to us. Captain Buddington, on boarding the 'Resolute,' thought it best, for the owners and crew of the 'George Henry,' that he should make her recovery his first object; and, to secure it, abandoned his whaling voyage, and the 'George Henry' returned to this port with but 130 barrels of oil, making, in other words, a very considerable loss, as far as the object of the voyage was concerned. * * *

"We suppose that Congress, while they are not inclined to pay an exorbitant sum for the vessel, still do not wish to buy her at less than a fair price. In that view we offer the vessel for the purpose named to the Government at 40,000 dollars.

"The expenses on the vessel before the matter is finally settled will probably amount to 4,000 dollars.

"We think this a fair price for the Government to pay.

"We have offered the vessel, exclusive of her lading, for 30,000 dollars.

"We think there is an intrinsic value on board of 10,000 dollars, which, of course, the Government would wish to retain.

"Everything belonging to the ship is as brought to this port, with some exceptions, of little value, not private property, or pertaining to the peculiar character of the ship.

"Very respectfully, &c.

"PERKINS AND SMITH.

"Hon. L. F. S. Foster,
United States' Senate, Washington."

The joint resolution appropriates 40,000 dollars, with a request to the President to use so much of it as may be found necessary to make the purchase. I do not know that this ship will be of any very great value to the British Government when returned; but I feel strongly impressed with the opinion that, as an act of national courtesy, it will redound to the character of our Government, and will be very acceptable to the foreign Government. I know it would be if a like courtesy were extended to us. Unless some gentleman objects, therefore, I shall ask for the present consideration of the joint resolution.

The *President pro tempore*.—If no objection be made, the joint resolution will be read a second time.

There being no objection, the joint resolution was read a second time, and considered as in Committee of the Whole.

No amendment being proposed, it was reported to the Senate without amendment, and ordered to be engrossed for a third reading.

Mr. Foster.—I will say but a single word, and it is, that I accord entirely with the statement made by the honourable Senator from Virginia in regard to this resolution. It affords me certainly very great pleasure, as one of the representatives from Connecticut, to find that this proposition seems to meet the favour of the Senate, and that it will, as I trust, be passed without opposition. It is, as the honourable Senator from Virginia has so well observed, an act of courtesy due to a foreign Government, and peculiarly due under existing circumstances.

In regard to this ship there are certain circumstances that make it of peculiar value to the Government of Great Britain. It is the ship that was enabled to communicate with the crew of another ship belonging to the British navy—the "Investigator"—which went through Behring's Straits, intending to make the north-west passage in that direction by sailing to the east, but, having got locked in the ice, remained for two years in the Bay of Mercy, I believe. While lying there this ship, the "Resolute," by sending a party of men across some 200 miles, or thereabouts, communicated with the "Investigator" and her crew, commanded by Captain McClure, and brought those men from the "Investigator," lying in the Bay of Mercy, eastward to where the "Resolute" was lying. The north-west passage was thus carried out practically by these two ships; neither, however, having completed it by passing through the water, but by the men passing through, over the ice, on sledges. That circumstance gives this ship peculiar value to the British Government, and, under the circumstances, I cannot but hope that the Senate will pass the resolution. It will, I think, be worth to us, as a matter of economy, to speak of nothing else, far more than it costs, and, as an act of national courtesy, to promote good feeling between two great nations, it is a matter not to be estimated in money at all.

Mr. Toucey.—Mr. President, I would not say one word on this occasion were it not for the fact that the salvors are my constituents. I think their conduct on this occasion was such as to entitle them before the country to the testimonial from Congress which is embraced in this resolution. Their noble act of daring and perseverance, characteristic of our seamen, is, perhaps, unparalleled.

The resolution is also commended to my judgment in the other branch of it. I think an act of high national courtesy of this kind, expressing the sentiments of the American people, cannot be over-estimated in its effect upon the relations between the two countries, in promoting a good understanding, and in expressing the feelings which ought to prevail between these two great and powerful nations. I give my thanks to the honourable Chairman of the Committee on Foreign Relations for bringing forward a proposition of this kind, which I think must commend itself to the sentiments of every American.

Mr. Clayton.—I rise only for the purpose of expressing my concurrence in the sentiments which have been expressed by the gentlemen who have preceded me.

This is a courtesy which is eminently worthy of us as a great nation. The whole proposition, whatever may be thought of the small amount of money that may be expended, is eminently calculated to maintain amicable relations with Great Britain. I am decidedly in favour of the measure, and I trust, as it is a measure which will reflect honour on the Government of the United States, that it will be recorded in our journals that this resolution has been passed by the unanimous vote of the Senate.

The joint resolution was passed unanimously.

No. 22.

Mr. Hammond to the Secretary to the Admiralty.

Sir,

Foreign Office, July 16, 1856.

WITH reference to my letter of the 27th ultimo, inclosing a copy of a despatch from Her Majesty's Secretary of Legation at Washington, relative to Her Majesty's ship "Resolute," which has been recovered from the Arctic Seas by the master of the American whaling-vessel "George Henry," I am directed by the Earl of Clarendon to transmit to you, for the information of the Lords Commissioners of the Admiralty, a copy of a further despatch from Mr. Lumley,* reporting that a resolution had been passed in the United States' Congress, authorizing the purchase and restoration to the British Government of the above-mentioned vessel.

I am, &c.

(Signed) E. HAMMOND.

No. 23.

Mr. Lumley to the Earl of Clarendon.—(Received September 15.)

My Lord,

Newport, September 2, 1856.

WITH reference to my despatches of the 11th and 30th of June, I have the honour to inform your Lordship that, on the 28th ultimo, the President signed the Bill, which had passed both Houses of Congress, authorizing the appropriation of a sum of 40,000 dollars for the purchase of the Arctic exploring-ship "Resolute," which, having been abandoned in the Polar Seas while engaged in search of Sir John Franklin, was brought to the United States by the crew of the whaler "George Henry," in whose favour Her Majesty's Government relinquished all right to the vessel.

It is intended that the "Resolute" shall be repaired without delay, and presented to Her Majesty's Government as a token of the deep interest felt by the United States in the service in which that ship was engaged at the time she was abandoned.

I have, &c.

(Signed) J. SAVILE LUMLEY.

No. 24.

Mr. Hammond to the Secretary to the Admiralty.

Sir,

Foreign Office, September 19, 1856.

WITH reference to my letter of the 16th of July last, I am directed by the Earl of Clarendon to transmit to you, for the information of the Lords Commissioners of the Admiralty, a copy of a despatch from Her Majesty's Secretary of Legation at Washington,† reporting that 40,000 dollars have been appropriated by the United States' Government for the purchase of the Arctic ship "Resolute," with a view to its being re-fitted, and presented to Her Majesty's Government.

I am, &c.

(Signed) E. HAMMOND.

* No. 21.

† No. 23.

No. 25.

Mr. Lumley to the Earl of Clarendon.—(Received September 22.)

My Lord,

Newport, September 9, 1856.

I HAVE the honour to transmit to your Lordship a copy of the Act of Congress,* authorizing the purchase and restoration to Her Majesty's Government of the ship "Resolute," late of the British navy.

Captain Harstene, who commanded the expedition sent to the Arctic regions for the relief of Dr. Kane, will be appointed to the command of the "Resolute" on her return to England.

I have, &c.

(Signed) J. SAVILE LUMLEY.

No. 26.

Mr. Hammond to the Secretary to the Admiralty.

Sir,

Foreign Office, September 26, 1856.

WITH reference to my letter of the 19th instant, I am directed by the Earl of Clarendon to transmit to you, for the information of the Lords Commissioners of the Admiralty, a copy of a despatch from Her Majesty's Secretary of Legation at Washington,† inclosing a copy of an Act of Congress authorizing the purchase and restoration to Her Majesty's Government of the Arctic ship "Resolute."

I am, &c.

(Signed) E. HAMMOND.

No. 27.

The Secretary to the Admiralty to Vice-Admiral Sir G. F. Seymour.

Sir,

Admiralty, November 20, 1856.

I AM commanded by my Lords Commissioners of the Admiralty to send you, herewith, copies of a letter from the Under-Secretary of State for Foreign Affairs, dated the 26th of September last, and of its inclosures, relative to the purchase and proposed restoration to Her Majesty's service, by the Government of the United States, of the ship "Resolute."

My Lords desire that, on the arrival of the "Resolute" at Spithead, she may be allowed to come into harbour, and that you will pay every compliment and courtesy to the American officers in charge of the ship.

I am, &c.

(Signed) THOS. PHINN.

No. 28.

The Secretary to the Admiralty to Vice-Admiral Sir G. F. Seymour.

Sir,

Admiralty, December 13, 1856.

I AM commanded by my Lords Commissioners of the Admiralty to signify their direction to you to order the "Resolute" to be supplied with fresh provisions from the Victualling-yard, for which no charge is to be raised; and my Lords further desire that you will place a steam-vessel at the disposal of the captain of

* Inclosure in No. 29. †

No. 25.

the "Resolute;" and that you will arrange with him for the ship to come into harbour.

I am, &c.
(Signed) R. OSBORNE.

No. 29.

Mr. Dallas to the Earl of Clarendon.—(Received December 14.)

*Legation of the United States,
London, December 13, 1856.*

My Lord,

THE barque "Resolute," under the command of Commander Hartstene, of the United States' Navy, having reached Portsmouth, I beg leave briefly to invoke your Lordship's attention to the cause and object of her arrival.

It will be recollected that this vessel formerly belonged to Her Majesty's Navy, and had been employed on a perilous service, which enlisted the co-operative sympathies and exertions of the American Government and people. Her officers and crew, after gallantly enduring prolonged suffering, left her inextricably imbedded, as they had just reason to believe, in the ice of the Arctic region. She was, however, about two years afterwards, discovered at a distance more than 1,200 miles from the place at which she had been abandoned, and was taken by certain American seamen to their own country. All claim to recover and repossess her was generously waived by Her Majesty's Government, in favour of those by whom she had been rescued.

The Senate and House of Representatives of the United States, at their late session, expressed, by a joint resolution, the sincere disposition and purpose of the nation on this subject; and I have the honour to place before your Lordship a duly authenticated copy of that Act.

I am now specially instructed by the President, while conveying to your Lordship the assurance of his cordial gratification in directing such a measure of comity to a friendly Power, to fulfil the Congressional injunction by tendering the barque "Resolute" to Her Majesty's Government, and by requesting that the United States may be allowed to restore that vessel, with all her armament, equipment, and property, preserved in good condition, to Her Majesty's service.

Seizing an occasion so agreeable personally to myself to renew the expression of my highest consideration, I have, &c.

(Signed) G. M. DALLAS.

Inclosure in No. 29.

Resolution.

A Resolution, authorising the purchase and restoration to the British Government of the ship "Resolute," late of the British Navy.

WHEREAS it has become known to Congress that the ship "Resolute," late of the navy of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, on service in the Arctic Seas in search of Sir John Franklin and the survivors of the expedition under his command, was rescued and recovered in those seas by the officers and crew of the American whale-ship the "George Henry," after the "Resolute" had been necessarily abandoned in the ice by her officers and crew, and after drifting, still in the ice, for more than 1,000 miles from the place where so abandoned,—and that the said ship "Resolute" having been brought to the United States by the salvors at great risk and peril, had been generously relinquished to them by Her Majesty's Government: now, in token of the deep interest felt in the United States for the service in which Her Majesty's said ship was engaged when thus necessarily abandoned, and of the sense entertained by Congress of the act of Her Majesty's Government in surrendering said ship to the salvors:—

Be it resolved by the Senate and House of Representatives of the United States of America, in Congress assembled, that the President of the United States be, and he is hereby requested to cause the said ship "Resolute," with all her armament, equipment, and the property on board when she arrived in the United States, and

which has been preserved in good condition, to be purchased of her present owners; and that he send the said ship with everything pertaining to her as aforesaid, after being fully repaired and equipped at one of the navy-yards of the United States, back to England, under control of the Secretary of the Navy, with a request to Her Majesty's Government that the United States may be allowed to restore the said ship "Resolute" to Her Majesty's service; and for the purchase of said ship and her appurtenances, as aforesaid, the sum of 40,000 dollars, or so much thereof as may be required, is hereby appropriated to be paid out of any money in the treasury not otherwise appropriated.

(Signed) **N. P. BANKS, Junr.**
Speaker of the House of Representatives.
J. D. BRIGHT.
President of the Senate, pro tempore.

Approved, August 28, 1856.

(Signed) **FRANKLIN PIERCE.**

No. 30.

The Secretary to the Admiralty to Mr. Hammond.—(Received December 15.)

Sir,

Admiralty, December 15, 1856.

I AM commanded by my Lords Commissioners of the Admiralty to state, for the information of the Earl of Clarendon, that Her Majesty has signified her most gracious intention to visit the "Resolute," off Cowes, in the Isle of Wight, on Tuesday, the 16th instant; in recognition of the munificence of the Government of the United States in restoring that vessel to Her Majesty's service, and in compliment to the officers and crew who have come to this country in charge of the vessel.

A war steamer has been ordered to attend to tow the "Resolute" from Spithead to Cowes and back.

I am, &c.
 (Signed) **THOS. PHINN.**

No. 31.

The Earl of Clarendon to Mr. Dallas.

Sir,

Foreign Office, December 16, 1856.

I HAVE the honour to acknowledge the receipt of your letter of the 13th instant, announcing to me the arrival of the barque "Resolute" at Portsmouth, under the command of Captain Hartstene, of the United States' Navy. That vessel, after having been unavoidably abandoned in the ice while employed in the service of Her Majesty on an expedition in the Arctic Seas in search of Sir John Franklin, was discovered two years afterwards adrift more than 1,200 miles from the place where she was abandoned, and was taken to the United States by some American seamen, in whose favour Her Majesty's Government relinquished all claim to the ship. Under these circumstances, the Senate and House of Representatives of the United States, by a joint resolution of which you transmit to me a certified copy, authorised the President of the United States to purchase the "Resolute" of her salvors, with all her armament, equipment, and the property on board of her when she arrived in the United States, and to cause the ship, with everything belonging to her, after being fully repaired at one of the navy yards of the United States, to be sent back to England, in order to be restored to Her Majesty's service as a testimony of the deep interest felt in the United States for the service in which the ship was engaged when she was necessarily abandoned.

I have not failed to lay your letter and its inclosure before the Queen, and I have received Her Majesty's commands to acquaint you that she gratefully accepts the offer thus made of the restoration of the "Resolute" to her service. I beg to assure you that the friendly feeling on the part of the Senate and House of Representatives which prompted this measure, and the generous and complete manner in which it has been carried into effect by the President and his Government, are most

highly appreciated by the Queen and Her Majesty's Government, and I am confident, by the British nation at large.

I request you, sir, to have the goodness to convey to the President, and to request him to communicate to the Legislature of the United States, the cordial thanks of the Queen and of the British Government for an act of generosity and sympathy which will meet with a warm response in this country, and cannot fail to strengthen the kindly feelings which unite the people and governments of the two nations.

I beg to add that the Queen has signified her intention to visit the "Resolute" off Cowes on this day, in recognition of the munificence of the Legislature and Government of the United States in restoring that vessel to Her Majesty's service, and in compliment to the officers and crew who have brought her to this country.

I avail, &c.

(Signed) CLARENDON.

No. 32.

The Secretary to the Admiralty to Vice-Admiral Sir G. F. Seymour.

Sir,

Admiralty, December 27, 1856.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you that they do not object to the delivery of the "Resolute" being postponed until Tuesday next, the 30th instant, in order that Captain Hartstene may be enabled to convey his men direct on board the packet.

I am, &c.

(Signed) R. OSBORNE.

No. 33.

The Secretary to the Admiralty to Vice-Admiral Sir G. F. Seymour.

Sir,

Admiralty, December 29, 1856.

WITH reference to your letter of the 27th instant, stating that the "Resolute" Arctic ship will be delivered up on Tuesday, the 30th instant, I am commanded by my Lords Commissioners of the Admiralty to signify their direction to you to place a steam-vessel at the disposal of Captain Hartstene, to convey his crew to Southampton when the "Resolute" is given up.

I am, &c.

(Signed) R. OSBORNE.

No. 34.

Vice-Admiral Sir G. F. Seymour to the Secretary to the Admiralty.

(Extract.)

December 30, 1856.

THE "Resolute" was delivered over by Captain Hartstene to Captain Seymour, of the "Victory," to-day at 1 o'clock. The "Victory" saluted with twenty-one guns, and the United States' ensign was hauled down. The officers and crew immediately afterwards left for Southampton in the "Sprightly." An officer from the "Victory" is in charge of the "Resolute," until their Lordships' pleasure as to her disposal is communicated.

No. 35.

The Earl of Clarendon to Mr. Dallas.

Sir,

Foreign Office, January 20, 1857.

I HAVE very great pleasure in transmitting to you a sword, which it was the Queen's desire should have been presented to Captain Hartstene, on the occasion of

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his return to the United States, after bringing over the "Resolute," but which could not be completed before his departure.

I shall feel greatly obliged if you will have the goodness to forward the sword to the Secretary of the Navy of the United States, for presentation to Captain Harstene; and I am commanded by Her Majesty to express the hope that he may be permitted to accept it as a memorial of an event which has been so gratifying to the Sovereign, the Government, and the people of this country.

I avail, &c.
(Signed) CLARENDON.

No. 36.

Mr. Dallas to the Earl of Clarendon.—(Received January 22.)

My Lord,

Legation of the United States, London, January 21, 1857.

I HAVE the honour to acknowledge the receipt of your communication of the 20th instant, accompanied by a sword, which it was the Queen's desire should have been presented to Captain Harstene on the occasion of his return to the United States, after bringing over the "Resolute."

I beg your Lordship to allow me to express the high satisfaction which cannot fail to be felt by the American people and Government at finding the restoration of the "Resolute" to her navy esteemed by Her Majesty worthy of a memorial so distinguished. This brilliant token will, agreeably to your Lordship's suggestion, be immediately transmitted by me to the Secretary of the Navy, for presentation to Captain Harstene, connected with the gracious hope which, at the command of Her Majesty, your Lordship has communicated, that he may be permitted to accept it.

I seize, &c.
(Signed) G. M. DALLAS.

No. 37.

Mr. Hammond to Mr. Lumley.

Sir,

Foreign Office, January 22, 1857.

I AM directed by the Earl of Clarendon to transmit to you, for your information, a copy of a note which he addressed to Mr. Dallas on the 20th instant,* sending a sword as a present from the Queen to Captain Harstene, of the United States Navy, who brought the "Resolute" to this country. I am also to transmit to you a copy of Mr. Dallas' reply.†

I am, &c.
(Signed) E. HAMMOND.

No. 38.

Lady Franklin to Sir C. Wood.

Sir,

60, Pall Mall, April 4, 1857.

THE decision so unexpectedly announced by you to the House of Commons against completing the search for my husband's expedition, having thrown upon me the responsibility of carrying out that work by my own resources, I should at once have addressed you on the subject, but that I was strongly advised to wait until the agitation of the elections had passed away, and left me a better opportunity of securing your favourable consideration.

The object of my present appeal is (in reliance on the promises already given me by Her Majesty's Government), to procure such moderate aid as may render my own funds more fully available than they can be without it; and I have therefore earnestly to request that you will be pleased to place at my disposal the "Resolute," lately restored to Her Majesty's navy by the Americans, in the condition in which she arrived in England.

I have the less hesitation in making this request, because the "Resolute" will thereby be restored to the destination which it would appear the American Congress

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had in view when they framed the Resolution which described the gift "as a token of the deep interest felt in the United States in the service in which that ship was engaged" when abandoned, and when they voted a large sum of money in refitting her for such service, which money might have been spared, had the only object been to secure her safe passage across the Atlantic.

I need not tell you that, in the same spirit, the individual chosen to execute this mission was the most distinguished Arctic officer in the American navy, who had been sent to seek, and had brought home in safety, the missing navigators, Dr. Kane and his party; and that the person into whose hands was committed by his Government the entire re-equipment of the "Resolute," was Mr. Grinnell, of New York, the main promoter of all the American Arctic expeditions. I may, perhaps, be permitted to add, that such a disposal as I plead for this "consecrated ship," as a distinguished American has called her, would be extremely agreeable to the American people, and would be well calculated to remove any unpleasant feeling existing in the United States at seeing this messenger of the national sentiments consigned to the ordinary condition of useless or superfluous vessels—a feeling not the less strong because a just self-respect and a due appreciation of the delicacy of their own position forbid its undisguised expression to the English nation.

The "Resolute," however, is not the only Arctic ship now lying useless in Her Majesty's dockyards; and if there be any reason, of which I am ignorant, why she should not be again employed in the service for which she was refitted in the navy-yard at New York, I would beg to state that I should be grateful for any one of those other five Arctic ships, or for the use, as a tender, of one of Her Majesty's gun-boats of the smallest class, that is not otherwise wanted, with permission given to the very able and experienced officer who does me the favour of taking command of the expedition, to select what he may think necessary for her out of the Arctic stores now lying in the dockyards.

I would draw your attention to the fact that the concession thus pleaded for, involves no expense to the nation, since the objects indicated have already been included in the Estimates; and I would assure you that the assistance I thus venture to claim, in fulfilment of those general promises of pecuniary support which were conveyed to me by Lord Wrottesley, on the authority of one of Her Majesty's Ministers, is not pressed for by me with the view of sparing the expenditure of my private funds, which will be devoted, without reserve, to the expedition.

But I may be allowed to remind you that, in one shape or another, Government assistance has never been withheld from me on former occasions. In each of the three little expeditions I have sent out during the last eight years, the Admiralty (besides giving free permission to naval officers to serve, and gratuitously supplying me with pemmican), liberally advanced to me large sums on my husband's pay, at one time to the extent of 2,000*l*. On the last occasion they kindly allowed my vessel to be refitted at the dockyard at Woolwich, free of cost, and furnished me with orders for the commanding officers, dockyard officials, &c., in the Pacific, authorizing them to give to my expedition such assistance as might be required, including in this general order permission for seamen to volunteer in exchange from Her Majesty's ships.

It is natural and inevitable I should feel that if, under three successive Administrations, I was thus befriended, and that, too, under circumstances not so strongly engaging public sympathy in my behalf as the present, it is not at this moment that, for the first time, similar kindness should be denied me.

I do not anticipate any such result, yet I cannot refrain from expressing to you what I deeply feel, though I do so with the earnest desire to avoid saying anything that could justly displease you, that, if after the long state of suspense in which I have been kept, and the reasonable hopes I have been allowed to entertain, you were to refuse me all help, except that for which I have your written pledge, conveyed to me last year, by order of his Royal Highness the Prince, I should feel myself not only most hardly, but unjustly dealt with, and such is, and will be, the prevailing public feeling. No one knows but myself, and those who are immediately around me, how cruelly my health has suffered, and all my domestic affairs have been disturbed by this intolerable suspense; but all can understand, that fearful must be the trial, prolonged month after month, and year after year, in which the life we seek to save is jeopardized by delays, and the darkness to be dispelled, thickens with time. No one but must feel that if this harassing period of alternate hopes and fears were to end at last in the rejection of all my own unanswered appeals,

and those of others, such a decision should have been come to long ago, and mercifully communicated to me at the earliest possible period. My own exertions have been effectually paralyzed, while one precious season after another has passed away; and yet I have never concealed the fact, though shrinking as much as any one can do from obtrusive or independent action, that upon the Government decision depended the immediate execution of my own efforts. I was impelled to this course of action by a solemn sense of duty, and am committed to it by repeated pledges; yet, notwithstanding, the whole subject has been dispassionately considered by my friends and myself, since your announcement in the House of Commons. I may say, therefore, that it is not without the support and sanction of those on whose judgment even Her Majesty's Government would themselves most rely, had they deemed it desirable on this, or on former occasions, to take counsel of them, that I am preparing for the search of that very limited area which remains to be explored, guided to it by a clue the certainty of which the Admiralty have themselves amply recognised by their reward to Dr. Rae.

The yet undiscovered fate of the lost navigators has very recently been declared by the Americans at a solemn public meeting, to be *the* question of this age of active enterprise, and it is certain that it will never be set at rest so long as the area alluded to remains unexplored.

I am sure you must wish that my expedition should accomplish its object, and return in safety; and no one knows so well as you, that on the efficiency of the means employed, must depend, humanly speaking, those blessed results, and the consequent finality of the subject. Impressed with this conviction, I entreat your kind indulgence of my earnest words, and your generous consideration of my requests.

It is my anxious desire, and that of my advisers, that the expedition should be equipped in time to take advantage of the present singularly favourable season (for such is anticipated) instead of being deferred to the autumn, for the route by Behring's Straits. The latter route has advantages peculiarly its own, but it would entail a longer voyage and a longer absence, besides being more costly. It will not, therefore, be adopted by me, unless it becomes absolutely impossible to equip an expedition for the eastern route before the close of June.

I have, &c.
(Signed) JANE FRANKLIN.

No. 39.

Lady Franklin to the Secretary to the Admiralty.

Sir,

60, Pall Mall, April 21, 1837.

IN the letter I had the honour to receive from you on the 8th instant, in reply to one I addressed to Sir Charles Wood, requesting to be allowed the use of Her Majesty's ship "Resolute," or of some other vessel at their Lordships' disposal for Arctic service, I am informed that the Lords Commissioners of the Admiralty are not aware of ever having held out to me any expectation of sending or of aiding in any expedition since they came to the conclusion that there was no prospect of saving life by any further search in the Polar Regions.

This decision was announced to the House of Commons, in reply to the motion made by Mr. Napier on the 24th of February last, up to which time, or within a few days of it, I had every reason to believe that the deliberations of Her Majesty's Government would have had a totally different result.

But I allude to the date of their Lordships' decision only because you are desired to acquaint me that my Lords are not aware of having even held out to me any expectations of the nature alluded to "since" they came to the above painful, and to me, unexpected conclusion.

I feel great difficulty in treating this point, since it would appear as if I had been guilty of the extreme folly of affixing the promises of assistance held out to me by Her Majesty's Government to the short period which has elapsed since an adverse decision was come to. But as I know that this cannot have been their Lordships' meaning, and feel that it would be disrespectful to affect to treat it as such, I am reluctantly compelled to adopt the only alternative which presents itself to me, and to conclude that the expression made use of is intended to convey to me their Lordships' desire to ignore or withdraw from previous promises of help for a

private expedition, which should not be confounded with a national one, but which were made to me with the express object of meeting the contingency that now presents itself, viz., that of the Government objecting to continue the search, and of my consequently undertaking this labour on my own resources. For I must again take the liberty of reminding their Lordships that it was with express reference to a private expedition that Lord Stanley of Alderley (who was the organ of the Government in the House of Lords upon this question at the close of the last session), assured Lord Wrottesley, who brought the question forward, of being very favourably disposed towards a proposition Lord Wrottesley then made to him, and which was, "that pecuniary aid should be rendered to me for a private expedition next (that is to say, the present) spring," in case the serious consideration of the whole subject, to which Her Majesty's Government had just publicly pledged themselves during the recess, should result in a decision unfavourable to a Government expedition.

This communication was so distinct and positive that Lord Wrottesley, who had given me no previous insight into his intentions, and to whom I had never made any request or suggestion, did not hesitate to communicate it to me immediately by letter. But I allude to the fact, at present, merely to justify the deductions in which I have since implicitly confided, and not with any hope that an explanation of some of the causes by which I have been misled, will induce their Lordships to respect facts which they probably do not see fit to recognize, or for which they do not desire to be responsible.

But the case is different with the pledge I have received from Sir Charles Wood through the intervention of His Royal Highness Prince Albert, and which was forwarded to me last year by His Royal Highness's commands. In that letter Sir Charles Wood, while expressing the objections the Admiralty then entertained, as they do now, against any further search (the circumstances being precisely the same), yet declares his entire readiness to give leave to any naval officer who desires to volunteer for my private expedition; and adds, that the Admiralty will also make and furnish me with pemmican, if I desire it, but refers me for ordnance stores to the proper Department.

It is in reference to this official promise, which I had the satisfaction to observe was not confounded in your official letter with other promises not recognized, that I venture to make an observation, and request a favour.

The officers who have severally done me the favour and the honour of offering to command my expedition, have all attained the highest rank by promotion in the service, and have nothing to gain, in that respect, from the highest degree of success which may attend their exertions in behalf of the claims of humanity. This fact makes me only the more anxious that the kindness of the Admiralty should be extended to such disinterested devotion, and to hope that if my Lords cannot distinctly approve of their volunteering on this occasion, they will, at least, in granting leave of absence, generously forbear from the expression of any discouraging sentiment.

I need not remark, in forwarding with this letter one which Captain McClintock has entrusted to my care, that, in the character of that officer, their Lordships will perceive a guarantee for all that ability and great experience and discretion, combined with courage, can effect. Captain McClintock has deliberately considered the object to be attained, and the means at his disposal, and has no doubt of the result. Had any expedition taken the western route, it would have been commanded by an officer scarcely less distinguished, in whose ability and zeal I could have placed unlimited confidence.

I think it right their Lordships should be informed that in consequence of their declining to grant the loan of the "Resolute," or of any other vessel, I was under the necessity of taking instant measures to secure a fit substitute, which I have found in a new diagonally-built yacht now lying at Aberdeen, which Captain McClintock considers admirably fitted for the purpose, and which the builder engages to strengthen and have ready for sea in six weeks from this time.

In making this communication, I do not hesitate to acknowledge that I am aware, by letters received from America this morning, of the arrival of a representation from New York respecting the "Resolute," which induces me yet to pause a day or two before the purchase of the yacht is irrevocably concluded. I have not seen the document in question, nor have its contents been communicated to me, so that I should perhaps apologise for alluding to it, were I not aware that its tendency must be to support my well-known

wishes, which are also those of the American community. Should this expression of a feeling on the part of a portion of that generous nation which purchased and restored Her Majesty's ship to this country, not be deemed of sufficient importance in the eyes of the Lords Commissioners of the Admiralty, it will still help, I trust, to convince their Lordships that I have not misrepresented American feeling on the subject. Their Lordships may judge what the sentiment must be which could lead an officer of the high standing of Captain Hartstene, to whom the highest missions in his country's service are open, to express to me, in the most generous and fervent terms, his readiness at any time to command the private expedition I might be compelled to resolve on, provided only he did not interfere with any English officer. It is a source of great comfort to me, in the absence of that sanction from their Lordships which I should have so highly valued, to find the same kind feelings and substantial support on every side. Without any effort of my own, my funds have already received some considerable additions, and these contributions, with the whole of my capital, are now being transferred into the hands of trustees, for the purpose of providing against any possible contingency, and so that the final search may yet be made, even should I not live, viewing the uncertainty of human life, to see the result.

I trust I am not more reckless of human life than are their Lordships, but the same men who volunteer to risk it in Arctic service, would, or might if not so employed, be required to risk it to a greater extent in other services, since it has been well ascertained that the balance of health and safety is in favour of the former; and should the returns of comparative mortality in different quarters of the globe be called for in the coming session, such a result will, I believe, be proved beyond dispute.

There are, I would submit, other considerations in the highest interests of humanity to be put against the calculations of the chances of life or death. Were it not so, Her Majesty's Government would not sanction various enterprises now in progress for the advancement of science, the increase of general knowledge, and the welfare of mankind.

I have, &c.
(Signed) JANE FRANKLIN.

No. 40.

LIST of Sea and Land Expeditions, to the Officers and Men of which the Arctic Medal has been awarded.

LIST OF HER MAJESTY'S SHIPS.

Name of Ship.	Date of Expedition.	Name of Ship.	Date of Expedition.
Isabella	1818	Plover	1848
Alexander	"	Enterprise	"
Trent	"	Investigator	"
Dorothea	"	Herald	"
Hecla	1819	Enterprise	1849
Griper	"	Investigator	"
Fury	1821	North Star	"
Hecla	"	Resolute	1850
Griper	1823	Assistance	"
Hecla	1824	Rattlesnake	1852
Fury	"	Assistance	"
Griper	"	Resolute	"
Blossom	1826	North Star	"
Hecla	1827	Phoenix	1853
Terror	1836	Phoenix	1854
Erebus	1845	Lady Franklin	1850
Terror	"	Sophia	"

LIST OF PRIVATE SHIPS.

Victory	1829	Prince Albert	1850-51-52
Nancy Dawson	1849	Isabel	1852
Felix	1850	Breadalbane	1853
Felix	1851		

LIST OF AMERICAN SHIPS.

Advance	1850-51	Release	1855
Rescue	"	Propeller	"

LAND EXPEDITIONS.

Under command of Sir George Back, between 1818 and 1835.

Under command of Lieutenant, afterwards Rear-Admiral Sir John, Franklin, 1821.

Under command of Captain John Franklin, 1826.

Under command of Sir John Richardson, C.B., 1848.

Under Sir John Richardson, C.B., sent under command of John Rae, Esq., to search Wollaston Sound in 1849.

HUDSON'S BAY COMPANY.

Expeditions to the Arctic Seas, fitted out by the above-named Company, between the years 1818 and 1855.



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Correspondence respecting Her
Majesty's Ship "Resolute," and the Arctic
Expedition.

Presented to the House of Commons by Command
of Her Majesty, in pursuance of their Address of
May 21, 1858.

CORRESPONDENCE respecting Her
Majesty's Ship "Hecate," and the Arctic
Expedition.